

# NACOmatic

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KS Min Alt#2	-	5	K82	-	370
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3JC	-	190	MPR	-	233
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47K	-	241	NRN	-	252
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CNK	-	66	RSL	-	332
CNU	-	52	SLN	-	336
CYW	-	55	SYF	-	374
DDC	-	70	TOP	-	395
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EHA	-	85	UKL	-	48
EMP	-	91	ULS	-	408
EQA	-	79	WLD	-	465
EWK	-	246			
FLV	-	351			
FOE	-	379			
FRI	-	98			
FSK	-	102			
GBD	-	132			
GCK	-	106			
GLD	-	124			
HLC	-	155			
HQG	-	158			
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KS Mins - Alternates #2	-	5	OAKLEY .....	OEL	-	257
KS Mins - Radar #2	-	10	OBERLIN .....	OIN	-	260
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BELOIT .....	K61	-	PRATT .....	PTT	-	328
BENTON .....	1K1	-	RUSSELL .....	RSL	-	332
BURLINGTON .....	UKL	-	SALINA .....	SLN	-	336
CHANUTE .....	CNU	-	SCOTT CITY .....	TQK	-	347
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COFFEYVILLE .....	CFV	-	SMITH CENTER .....	K82	-	370
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CONCORDIA .....	CNK	-	SYRACUSE .....	3K3	-	376
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EL DORADO .....	EQA	-	TOPEKA .....	TOP	-	395
ELKHART .....	EHA	-	ULYSSES .....	ULS	-	408
EMPORIA .....	EMP	-	WASHINGTON .....	K38	-	414
EUREKA .....	13K	-	WELLINGTON .....	EGT	-	416
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FORT SCOTT .....	FSK	-	WICHITA .....	BEC	-	427
GARDEN CITY .....	GCK	-	WICHITA .....	CEA	-	433
GARDNER .....	K34	-	WICHITA .....	IAB	-	436
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GREAT BEND .....	GBD	-	WINFIELD-ARKANSAS C	WLD	-	465
HARPER .....	8K2	-				
HAYS .....	HYS	-				
HERINGTON .....	HRU	-				
HILL CITY .....	HLC	-				
HUGOTON .....	HQG	-				
HUTCHINSON .....	HUT	-				
INDEPENDENCE .....	IDP	-				
IOLA .....	K88	-				
JOHNSON .....	2K3	-				
JUNCTION CITY .....	3JC	-				
KINGMAN .....	9K8	-				
LARNED .....	LQR	-				
LAWRENCE .....	LWC	-				
LIBERAL .....	LBL	-				
LYONS .....	LYO	-				
MANHATTAN .....	MHK	-				
MARYSVILLE .....	MYZ	-				
MC PHERSON .....	MPR	-				
MEADE .....	MEJ	-				
MOUNDRIDGE .....	47K	-				
NEODESHA .....	2K7	-				
NEWTON .....	EWK	-				
NORTON .....	NRN	-				

**INSTRUMENT APPROACH PROCEDURE CHARTS**

**IFR ALTERNATE AIRPORT MINIMUMS**

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

**NAME ALTERNATE MINIMUMS**
**AINSWORTH, NE**

AINSWORTH MUNI ..... RNAV (GPS) Rwy 13<sup>1</sup>  
RNAV (GPS) Rwy 17<sup>1</sup>  
RNAV (GPS) Rwy 31<sup>1</sup>  
RNAV (GPS) Rwy 35<sup>1</sup>  
VOR Rwy 35<sup>2</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>Category D, 800-2¼.

**ALBION, NE**

ALBION MUNI ..... NDB Rwy 33  
RNAV (GPS) Rwy 15  
RNAV (GPS) Rwy 33

NA when local weather not available.

**ALLIANCE, NE**

ALLIANCE MUNI ..... RNAV (GPS) Rwy 8  
RNAV (GPS) Rwy 12  
RNAV (GPS) Rwy 26  
RNAV (GPS) Rwy 30  
VOR Rwy 30

NA when local weather not available.

**AURORA, NE**

AURORA MUNI-  
AL POTTER FIELD ..... RNAV (GPS) Rwy 16  
RNAV (GPS) Rwy 34

NA when local weather not available.

**BEATRICE, NE**

BEATRICE MUNI ..... RNAV (GPS) Rwy 17<sup>1,2</sup>  
RNAV (GPS) Rwy 35<sup>1,2</sup>  
VOR Rwy 13<sup>1,2</sup>  
VOR Rwy 17<sup>3</sup>  
VOR Rwy 35<sup>1,2</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>Category D, 800-2¼.

<sup>3</sup>Categories A,B, 1000-2; Categories C,D, 1000-3.

**NAME ALTERNATE MINIMUMS**
**BLAIR, NE**

BLAIR MUNI ..... RNAV (GPS) Rwy 13  
RNAV (GPS) Rwy 31

NA when local weather not available.

**BROKEN BOW, NE**

BROKEN BOW MUNI ..... RNAV (GPS) Rwy 14  
RNAV (GPS) Rwy 32  
VOR Rwy 14  
VOR/DME Rwy 32

NA when local weather not available.

**CHADRON, NE**

CHADRON MUNI ..... ILS Rwy 2<sup>1,2</sup>  
NDB Rwy 20<sup>1</sup>  
VOR/DME Rwy 2<sup>3,4</sup>  
VOR/DME Rwy 20<sup>3,5</sup>

<sup>1</sup>NA when Chadron weather not available, except for operators with approved weather reporting service.

<sup>2</sup>ILS, 700-2.

<sup>3</sup>NA except for operators with approved weather reporting service.

<sup>4</sup>Categories A,B, 1000-2; Category C, 1000-2¾, Category D, 1000-3.

<sup>5</sup>Categories A,B, 1300-2; Categories C, D, 1300-3.

**CHANUTE, KS**

CHANUTE  
MARTIN JOHNSON ..... RNAV (GPS) Rwy 36  
VOR-A

NA when local weather not available.

**COFFEYVILLE, KS**

COFFEYVILLE MUNI ..... NDB Rwy 35<sup>1</sup>  
RNAV (GPS) Rwy 35  
VOR/DME-A

NA when local weather not available.

<sup>1</sup>Category D, 800-2¼.



# ALTERNATE MINS

M3



NAME ALTERNATE MINIMUMS  
**LIBERAL, KS**  
 LIBERAL-MID  
 AMERICA RGNL ..... ILS or LOC Rwy 35  
    RNAV (GPS) Rwy 4  
    RNAV (GPS) Rwy 17  
    RNAV (GPS) Rwy 22  
    RNAV (GPS) Rwy 35  
    VOR/DME Rwy 17  
    VOR Rwy 41  
    VOR Rwy 35

NA when local weather not available.

<sup>1</sup>Category D, 800-2¼.

## LINCOLN, NE

LINCOLN ..... RNAV (GPS) Rwy 18  
    RNAV (GPS) Rwy 36  
 NA when local weather not available.

## MANHATTAN, KS

MANHATTAN RGNL . ILS or LOC/DME Rwy 3<sup>12</sup>  
    RNAV (GPS) Rwy 3<sup>3</sup>  
    RNAV (GPS) Rwy 21<sup>3</sup>  
    VOR Rwy 3<sup>4</sup>  
    VOR/DME-F<sup>3</sup>

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Categories A, B, C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.

<sup>3</sup>Category D, 800-2¼.

<sup>4</sup>Category C, 800-2¼; Category D, 800-2¼.

## MC COOK, NE

MC COOK BEN  
 NELSON RGNL ..... ILS or LOC/DME Rwy 12  
    RNAV (GPS) Rwy 12  
    RNAV (GPS) Rwy 30  
    VOR Rwy 12  
    VOR Rwy 30

NA when local weather not available.

## MC PHERSON, KS

MC PHERSON ..... RNAV (GPS) Rwy 18  
    RNAV (GPS) Rwy 36

NA when local weather not available.

## NEBRASKA CITY, NE

NEBRASKA CITY MUNI .. RNAV (GPS) Rwy 15  
    RNAV (GPS) Rwy 33

NA when local weather not available.

## NEWTON, KS

NEWTON-CITY-COUNTY .. ILS or LOC Rwy 17  
    RNAV (GPS) Rwy 17  
    RNAV (GPS) Rwy 35  
    VOR/DME-A

NA when local weather not available.

NAME ALTERNATE MINIMUMS

## NORFOLK, NE

KARL STEFAN  
 MEMORIAL ..... RNAV (GPS) Rwy 1  
    RNAV (GPS) Rwy 14  
    RNAV (GPS) Rwy 19  
    RNAV (GPS) Rwy 32

NA when local weather not available.

## NORTH PLATTE, NE

NORTH PLATTE RGNL AIRPORT  
 LEE BIRD FIELD ..... ILS or LOC Rwy 30<sup>1</sup>  
    VOR Rwy 35<sup>2</sup>

<sup>1</sup>Categories B, C, D, 700-2.

<sup>2</sup>Category C, 800-2¼; Category D, 800-2¼.

## OGALLALA, NE

SEARLE FEILD ..... RNAV (GPS) Rwy 8  
    RNAV (GPS) Rwy 26

NA when local weather not available.

## OLATHE, KS

NEW CENTURY  
 AIR CENTER ..... ILS or LOC Rwy 36<sup>12</sup>  
    RNAV (GPS) Rwy 18<sup>2</sup>  
    RNAV (GPS) Rwy 36<sup>2</sup>  
    VOR-A<sup>23</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Category D, 800-2¼.

## OMAHA, NE

EPPLEY  
 AIRFIELD ..... ILS or LOC/DME Rwy 14L<sup>1</sup>  
    ILS or LOC/DME Rwy 14R<sup>1</sup>  
    ILS or LOC/DME Rwy 18<sup>1</sup>  
    ILS or LOC Rwy 32L<sup>3</sup>  
    ILS or LOC 32R<sup>2</sup>  
    ILS Rwy 36<sup>1</sup>  
    RNAV (GPS) Rwy 14L<sup>4</sup>  
    RNAV (GPS) Rwy 14R<sup>4</sup>  
    RNAV (GPS) Rwy 18<sup>4</sup>  
    RNAV (GPS) Rwy 32L<sup>5</sup>  
    RNAV (GPS) Rwy 32R<sup>6</sup>  
    RNAV (GPS) Rwy 36<sup>4</sup>  
    6097VOR Rwy 32L<sup>4</sup>

<sup>1</sup>ILS, Categories A,B, 700-2; Category C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.

<sup>2</sup>ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.

<sup>3</sup>ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.

<sup>4</sup>Category D, 800-2¼.

<sup>5</sup>Category D, 800-2¼.

<sup>6</sup>Categories A,B,C,D, 800-2¼.

MILLARD ..... RNAV (GPS) Rwy 12  
    RNAV (GPS) Rwy 30

NA when local weather not available.

NC-2

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NAME ALTERNATE MINIMUMS

**TOPEKA, KS**

FORBES FIELD ..... **ILS or LOC Rwy 31<sup>12</sup>**  
**RNAV (GPS) Rwy 3<sup>3</sup>**  
**RNAV (GPS) Rwy 13<sup>3</sup>**  
**RNAV (GPS) Rwy 21<sup>3</sup>**  
**RNAV (GPS) Rwy 31<sup>3</sup>**
<sup>1</sup>ILS, Category E, 700-2¼; LOC, Category E, 800-2¼.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>NA when local weather not available.

PHILIP BILLARD MUNI ..... **ILS or LOC Rwy 13<sup>1</sup>**  
**RNAV (GPS) Rwy 18**  
**RNAV (GPS) Rwy 22**

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

**VALENTINE, NE**

MILLER FIELD ..... **NDB Rwy 32,900-2.**
**WICHITA, KS**

COLONEL

JAMES JABARA ..... **ILS or LOC/DME Rwy 18<sup>1</sup>**  
**RNAV (GPS) Rwy 18<sup>2</sup>**  
**RNAV (GPS) Rwy 36<sup>2</sup>**  
**RNAV (GPS)-E<sup>2</sup>**  
**VOR-A<sup>2</sup>**

NA when local weather not available.

<sup>1</sup>ILS, Category D, 700-2¼; LOC, Category D, 800-2¼.

<sup>2</sup>Category D, 800-2¼.

WICHITA

MID-CONTINENT ..... **ILS or LOC Rwy 1L<sup>1</sup>**  
**ILS or LOC Rwy 1R<sup>1</sup>**  
**ILS Rwy 19R<sup>1</sup>**  
**ILS or LOC Rwy 19L<sup>2</sup>**  
**VOR Rwy 14<sup>3</sup>**
<sup>1</sup>LOC, Category E, 800-2¼.

<sup>2</sup>Category E, 800-2¼.

<sup>3</sup>Category A, B, 900-2; Category C, 900-2½; Category D, 900-2¼.

**YORK, NE**

YORK MUNI ..... **RNAV (GPS) Rwy 17**  
**RNAV (GPS) Rwy 35**

NA when local weather not available.

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## RADAR INSTRUMENT APPROACH MINIMUMS

**MARSHALL AAF (KFRI), KS (Fort Riley) (10238 USA)****ELEV 1065**

RADAR - (E) 121.25 254.35 ▽

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAT<sub>h</sub>/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR <sup>1</sup>	4	3.0°/36/683	ABCD	<b>1265</b> -¾	200	(200-¾)
ASR <sup>1</sup>	4		AB	<b>1700</b> -1	635	(700-1)
			C	<b>1700</b> -1¾	635	(700-1¾)
			D	<b>1700</b> -2	635	(700-2)
	22		AB	<b>1680</b> -1	616	(700-1)
			C	<b>1680</b> -1¾	616	(700-1¾)
			D	<b>1680</b> -2	616	(700-2)
CIR	All Rwy <sup>2</sup>		AB	<b>1700</b> -1	635	(700-1)
			C	<b>1700</b> -1¾	635	(700-1¾)
			D	<b>1760</b> -2¼	695	(700-2¼)

Lost Communications (All Rwys): As directed on initial contact.

<sup>1</sup>Opr 1300Z++ Mon - 0530Z++ Sat exc hol. <sup>2</sup>Circling not authorized NW of RWY 4-22.

# IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

## INSTRUMENT APPROACH PROCEDURE CHARTS

### Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

### NAME TAKE-OFF MINIMUMS

#### AINSWORTH, NE

AINSWORTH MUNI (ANW)  
ORIG 08157 (FAA)

NOTE: **Rwy 31**, fence 81' from departure end of runway, 374' right of centerline, 3' AGL/2589' MSL.

#### ALBION, NE

ALBION MUNI (BVN)  
AMDT 1 08269 (FAA)

NOTE: **Rwy 15**, trees beginning 370' from departure end of runway, 72' left of centerline up to 98' AGL/1868' MSL. Fence and trees beginning 4' from departure end of runway, 114' right of centerline, up to 61' AGL/1831' MSL. **Rwy 33**, trees, vehicles, terrain, and equipment beginning 93' from departure end of runway, 24' right of centerline, up to 52' AGL/1871' MSL. Trees, building, and equipment 175' from departure end of runway, 12' left of centerline, up to 57' AGL/1863' MSL.

#### ATKINSON, NE

STUART-ATKINSON MUNI (8V2)  
ORIG 98225 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA.

### NAME TAKE-OFF MINIMUMS

#### ATWOOD, KS

ATWOOD-RAWLINS COUNTY CITY - CO  
(ADT)

ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17, 35, 3, 21**, NA-Environmental. **Rwy 16**, 300-1½ or std. w/ min. climb of 285' per NM to 3300.

NOTE: **Rwy 16**, tower 1.2 NM from DER, 352' left of centerline, 255' AGL/3125' MSL. **Rwy 34**, multiple poles beginning 402' from DER, 437' left of centerline, up to 31' AGL/3030' MSL. Vehicle on road 585' from DER, right to left of centerline, up to 15' AGL/3025' MSL.

#### AUGUSTA, KS

AUGUSTA MUNI (3AU)  
ORIG 10154 (FAA)

NOTE: **Rwy 18**, vehicles on road, 294' from DER, left to right of centerline, 15' AGL/1319' MSL. Trees beginning 386' from DER, 498' left of centerline, 100' AGL/1419' MSL. **Rwy 36**, vehicles on highway, 687' from DER, left to right of centerline, 17' AGL/1354' MSL.

**AURORA, NE**

AURORA MUNI - AL POTTER FIELD (AUH)  
ORIG 08269 (FAA)

NOTE: **Rwy 16**, trees beginning 74' from departure end of runway, 436' left of centerline, up to 70' AGL/1876' MSL. Vehicles on roadway beginning 396' from departure end of runway, left and right of centerline, up to 15' AGL/1814' MSL. Tree 614' from departure end of runway, 577' right of centerline, 50' AGL/1859' MSL. **Rwy 34**, fence 9' from departure end of runway, 470' left of centerline, 4' AGL/1806' MSL. Vehicles on roadway beginning 93' from departure end of runway, 511' left of centerline, up to 15' AGL/1824' MSL. Tree 135' from departure end of runway, 417' right of centerline, 12' AGL/1812' MSL. Wood power poles beginning 320' from departure end of runway, 289' left of centerline, up to 61' AGL/1863' MSL. Vehicles on roadway beginning 480' from departure end of runway, left and right of centerline, up to 15' AGL/1824' MSL. Trees beginning 722' from departure end of runway, 376' left of centerline, up to 46' AGL/1847' MSL. Chimney 770' from departure end of runway, 500' left of centerline, 24' AGL/1827' MSL. Antennas beginning 802' from departure end of runway, 479' left of centerline, up to 35' AGL/1835' MSL.

**BASSETT, NE**

ROCK COUNTY (RBE)  
AMDT2 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 20**, NA-Environmental.  
NOTE: **Rwy 13**, fence and trees beginning 12' from DER, 298' left of centerline, up to 60' AGL/2449' MSL. Fence and trees beginning 16' from DER, 320' right of centerline, up to 60' AGL/2459' MSL. **Rwy 31**, rising terrain, trees, and train on railroad tracks beginning 2' from DER, 155' left of centerline, up to 60' AGL/2409' MSL. Sign, obstruction light on airport beacon and multiple vehicles, towers, trees, fences, and fuel farms beginning 31' from DER, 330' right of centerline, up to 58' AGL/2403' MSL. Train on railroad tracks, multiple buildings, vehicles and trees beginning 353' from DER, 322' right of centerline, up to 80' AGL/2416' MSL.

**BEATRICE, NE**

BEATRICE MUNI (BIE)  
ORIG 08045 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, Climb heading 173° to 1900 before proceeding on course.

**BELOIT, KS**

MORITZ MEMORIAL (K61)  
AMDT 1 94118 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 8, 22, 26**, NA.  
DEPARTURE PROCEDURE: **Rwys 17, 35**, climb to 2400 before turning east on course.

**BENTON, KS**

LLOYD STEARMAN FIELD (1K1)  
ORIG 10210 (FAA)

NOTE: **Rwy 35**, vehicle on road beginning 20' from DER, left and right of centerline, up to 15' AGL/1384' MSL. Tree 2689' from DER, 1125' left of centerline, 100' AGL/1489' MSL.

**BLAIR, NE**

BLAIR MUNI (BTA)  
ORIG 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 13**, climb on a heading between 124° CCW to 314° from DER or minimum climb of 239' per NM to 3000 for all other courses.

NOTE: **Rwy 13**, rising terrain beginning at DER, 183' right of centerline, up to 1319' MSL. **Rwy 31**, trees beginning 434' from DER, 1' right of centerline, up to 35' AGL/1364' MSL.

**BROKEN BOW, NE**

BROKEN BOW MUNI (BBW)  
AMDT 2 90123 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 500-1. **Rwy 32**, 400-1.

**CHANUTE, KS**

CHANUTE MARTIN JOHNSON (CNU)  
ORIG 10154 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 002° to 1500 before turning right.

NOTE: **Rwy 18**, trains on railroad beginning 210' from DER, from left to right of centerline, up to 23' AGL/1022' MSL. Trees beginning 2437' from DER, from left to right of centerline, up to 100' AGL/1079' MSL. **Rwy 36**, vehicles on road beginning 316' from DER, from left to right of centerline, up to 15' AGL/994' MSL. Trees beginning 447' from DER, 522' left of centerline, up to 100' AGL/1079' MSL. Trees beginning 519' from DER, 619' right of centerline, up to 100' AGL/1079' MSL.

**CLAY CENTER, KS**

CLAY CENTER MUNI (CYW)  
ORIG 84033 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-1.

**COFFEYVILLE, KS**

COFFEYVILLE MUNI (CFV)  
AMDT 1 10210 (FAA)

NOTE: **Rwy 17**, trees beginning 3041' from DER, left and right of centerline, up to 100' AGL/849' MSL. **Rwy 35**, trees beginning 2442' from DER, left and right of centerline, up to 100' AGL/859' MSL.

**COLBY, KS**

SHALZ FIELD (CBK)  
ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 12, 22, 30**, N/A-Environmental.

NOTE: **Rwy 17**, terrain beginning 7' from departure end of runway, 193' right of centerline, up to 3156' MSL. Trees beginning 3708' from departure end of runway, 1072' right of centerline, up to 100' AGL/3249' MSL. Vehicle and road beginning 550' from departure end of runway, 35' left to right of centerline, 15' AGL/3174' MSL.

**Rwy 35**, terrain beginning 205' from departure end of runway, 248' left of centerline, up to 3196' MSL.



**COLUMBUS, NE**

COLUMBUS MUNI (OLU)

AMDT 5 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1 or std. with a min. climb of 331' per NM to 1800.

NOTE: **Rwy 2**, tower 4681' from departure end of runway, 976' left of centerline, 141' AGL/1624' MSL. Pole 5533' from departure end of runway, 1626' left of centerline, 110' AGL/1632' MSL. **Rwy 14**, multiple trees and antenna beginning 2378' from departure end of runway, 934' left of centerline, up to 71' AGL/1508' MSL. **Rwy 20**, tower 3378' from departure end of runway, 1053' left of centerline, 131' AGL/1570' MSL. **Rwy 32**, multiple tree and towers beginning 2976' from departure end of runway, 284' right of centerline, 65' AGL/1525' MSL. Tower 3157' from departure end of runway, 254' left of centerline, 73' AGL/1527' MSL.

**CONCORDIA, KS**

BLOSSER MUNI (CNK)

AMDT 1 99084 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 12, 21, 30**, NA.**COZAD, NE**

COZAD MUNI (CZD)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA - Environmental.

NOTE: **Rwy 13**, grain elevators 3968' from departure end of runway, 103' right of centerline, 157' AGL/2678' MSL. Multiple poles beginning 13' from departure end of runway, 372' right of centerline, up to 43' AGL/2540' MSL. Multiple buildings beginning 97' from departure end of runway, 356' right of centerline, up to 18' AGL/2515' MSL. Fuel tank 22' from departure end of runway, 372' right of centerline, 13' AGL/2509' MSL. Antenna on grain elevator, 3672' from departure end of runway, 392' left of centerline, 189' AGL/2678' MSL. Multiple trees beginning 222' from departure end of runway, 24' left of centerline, up to 68' AGL/2562' MSL. Grain elevator 5482' from departure end of runway, 1120' from departure end of runway, 170' AGL/2660' MSL. Building light 5439' from departure end of runway, 1086' left of centerline, 167' AGL/2657' MSL. Multiple light poles beginning 290' from departure end of runway, 370' left of centerline, up to 57' AGL/2551' MSL. Multiple satellite dishes beginning 870' from departure end of runway, 432' left of centerline, up to 54' AGL/2549' MSL. Multiple buildings beginning 141' from departure end of runway, 88' left of centerline, up to 56' AGL/2550' MSL. Fence 1' from departure end of runway, 369' left of centerline, 4' AGL/2500' MSL. Diving board 575' from departure end of runway, 572' left of centerline, 13' AGL/2513' MSL. **Rwy 31**, multiple trees and buildings beginning 136' from departure end of runway, 450' right of centerline, up to 100' AGL/2604' MSL. Building 608' from departure end of runway, 547' left of centerline, up to 50' AGL/2554' MSL.

**CRETE, NE**

CRETE MUNI (CEK)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31**, NA - Environmental.

NOTE: **Rwy 17**, numerous trees 193' from departure end of runway, 164' left of centerline, 42' AGL/1509' MSL. Numerous trees 18' from departure end of runway, 298' right of centerline, 20' AGL/1486' MSL. **Rwy 35**, numerous trees and building 201' from departure end of runway, 259' right of centerline, 62' AGL/1580' MSL. Buildings 72' from departure end of runway, 400' left of centerline, 20' AGL/1514' MSL.

**DAVID CITY, NE**

DAVID CITY MUNI (93Y)

AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, NA-turf runway.

NOTE: **Rwy 32**, trees beginning at DER, 327' left of centerline, up to 29' AGL/1642' MSL. Trees beginning 1864' from DER, 99' left of centerline, up to 58' AGL/1671' MSL. Vehicle on highway 886' from DER, 711' left of centerline, 15' AGL/1636' MSL.

**ELKHART, KS**

ELKHART-MORTON COUNTY (EHA)

AMDT 1 10154 (FAA)

DEPARTURE PROCEDURE: **Rwy 22**, climb heading 221° to 4100 before turning right.

NOTE: **Rwy 4**, tree 181' from DER, 425' left of centerline, 100' AGL/3689' MSL. **Rwy 17**, multiple mobiles beginning 576' from DER, 79' left of centerline, up to 18' AGL/3635' MSL. Vehicles on road beginning 503' from DER, 202' right of centerline, up to 15' AGL/3633' MSL. Vehicles on road beginning 508' from DER, 1' left of centerline, up to 15' AGL/3632' MSL. Post 8' from DER, 306' left of centerline, 3' AGL/3619' MSL. **Rwy 22**, vehicle on road 255' from DER, 485' left of centerline, 15' AGL/3633' MSL. **Rwy 35**, Post 5' from DER, 321' left of centerline, 6' AGL/3609' MSL. Tree 337' from DER, 463' left of centerline, 100' AGL/3709' MSL.

**EMPORIA, KS**

EMPORIA MUNI (EMP)

ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 400-3 or std. with a min. climb 225' per NM to 1800'.

NOTE: **Rwy 19**, tree and bush 66' from departure end of runway, 283' left of centerline, up to 40' AGL/1226' MSL. Tower 2.4 NM from departure end of runway, 3901' right of centerline, 300' AGL/1565' MSL.

**EUREKA, KS**

EUREKA MUNI (13K)

ORIG 84327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 600-3 or std. with a min. climb 345' per NM to 2000.

**FAIRBURY, NE**

FAIRBURY MUNI (FBY)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11,29**, NA-VFR/Turf  
Rwy.

NOTE: **Rwy 17**, multiple trees beginning 7' from departure end of runway, 463' right of centerline, up to 53' AGL/1507' MSL. Multiple poles beginning 587' from departure end of runway, 481' right of centerline, up to 38' AGL/1492' MSL. Light tower 573' from departure end of runway, 612' right of centerline, 46' AGL/1501' MSL. Satellite dish 531' from departure end of runway, 571' right of centerline, up to 38' AGL/1494' MSL. **Rwy 35**, multiple poles beginning 93' from departure end of runway, 319' left of centerline, up to 29' AGL/1508' MSL. Poles beginning 849' from departure end of runway, 415' right of centerline, up to 26' AGL/1503' MSL. Fence 79' from departure end of runway, 417' left of centerline, 4' AGL/1483' MSL.

**FALLS CITY, NE**

BRENNER FIELD (FNB)

AMDT 3 03247 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 266' per NM to 1200.DEPARTURE PROCEDURE: **Rwy 14**, climb via heading 144° to 1700 before turning right.

NOTE: **Rwy 14**, pole 256' from departure end of runway, 463' right of centerline, 25' AGL/990' MSL. Catenary 294' from departure end of runway, 401' right of centerline, 24' AGL/989' MSL. Tree 2889' from departure end of runway, 582' right of centerline, 55' AGL/1053' MSL. **Rwy 32**, tree 3360' from departure end of runway, 856' left of centerline, 100' AGL/1099' MSL.

**FORT LEAVENWORTH, KS**

SHERMAN AAF (FLV)

ORIG 05300 (FAA)

DEPARTURE PROCEDURE: **Rwy 15**, Climb via heading 155° to 1700 before turning southwest.

NOTE: **Rwy 15**, road 79' from departure end of runway, across departure course, up to 15' AGL/779' MSL. Building 400' from departure end of runway, 580' left of centerline, 28' AGL/788' MSL, pumphouse 444' from departure end of runway, 564' left of centerline, 23' AGL/783' MSL, boats 1063' from departure end of runway, across departure course, up to 45' AGL/800' MSL, trees 2165' from departure end of runway, across departure course, up to 75' AGL/838' MSL. **Rwy 33**, multiple trees and poles beginning 117' from departure end of runway on centerline, up to 100' AGL/879' MSL, levee 187' from departure end of runway, on centerline, 35' AGL/782' MSL.

**FORT SCOTT, KS**

FORT SCOTT MUNI (FSK)

ORIG 07242 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 673' from departure end of runway, 275' left of centerline, up to 43' AGL/962' MSL. Vehicle on road 621' from departure end of runway, 25' left of centerline, 15' AGL/935' MSL. Tree 654' from departure end of runway, 214' right of centerline, 28' AGL/947' MSL. Fence 193' from departure end of runway, 370' right of centerline, 8' AGL/926' MSL. **Rwy 36**, multiple trees beginning 137' from departure end of runway, 305' left of centerline, up to 43' AGL/952' MSL. Fence 204' from departure end of runway, 284' left of centerline, 8' AGL/911' MSL. Multiple trees beginning 359' from departure end of runway, 399' right of centerline, up to 44' AGL/933' MSL.

**FREMONT, NE**

FREMONT MUNI (FET)

AMDT 5 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 600-2½ with a min. climb of 370' per NM to 2000.DEPARTURE PROCEDURE: **Rwy 19**, Climb heading 185° to 1800 before proceeding on course.

NOTE: **Rwy 1**, vehicle plus road beginning 213' from departure end of runway, 430' left and right of centerline, up to 15' AGL/1224' MSL. Tree 3771' from departure end of runway, 741' left of centerline, 100' AGL/1299' MSL. Tree 3349' from departure end of runway, 803' right of centerline, 100' AGL/1294' MSL. **Rwy 14**, tree 1248' from departure end of runway, 148' right of centerline, 100' AGL/1304' MSL. Vehicle plus road 513' from departure end of runway, 272' right of centerline, 15' AGL/1219' MSL. **Rwy 19**, vehicle plus road 531' from departure end of runway, 269' left of centerline, 15' AGL/1219' MSL. Tree 1222' from departure end of runway, 255' right of centerline, 100' AGL/1304' MSL. **Rwy 32**, multiple trees beginning 2053' from departure end of runway, 455' left of centerline, up to 84' AGL/1288' MSL. Multiple street lights beginning 1433' from departure end of runway, 465' right of centerline, up to 41' AGL/1246' MSL.

**GARDEN CITY, KS**

GARDEN CITY RGNL (GCK)

ORIG 07186 (FAA)

NOTE: **Rwy 12**, multiple trees beginning 585' from DER, 431' left of centerline, up to 52' AGL/2926' MSL.**GARDNER, KS**

GARDNER MUNI (K34)

ORIG-A 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, multiple power lines 192' from DER, 430' left of centerline, up to 38' AGL/1069' MSL.NOTE: **Rwy 26**, multiple power lines 472' from DER, 502' right of centerline, up to 38' AGL/1072' MSL.



**GOODLAND, KS**

RENNER FIELD/GOODLAND MUNI (GLD)  
AMDT 4 03303 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, NA.

DEPARTURE PROCEDURE: **Rwy 23**, climb via heading 234° to 4300 before turning south.

NOTE: **Rwy 12**, road 510' from departure end of runway, 544' left of centerline, 3665' MSL. **Rwy 17**, road on dome 1738' from departure end of runway, 12' right of centerline 87' AGL/3746' MSL. Road on OL AMOM 1252' from departure end of runway, 550' right of centerline, 37' AGL/3689' MSL. Tower 1700' from departure end of runway, 62' right of centerline, 49' AGL/3700' MSL. Pole 1293' from departure end of runway, 531' right of centerline, 49' AGL/3689' MSL. **Rwy 23**, road 683' from departure end of runway, 167' right of centerline, 3679' MSL. Terrain 62' from departure end of runway, 297' right of centerline, 3659' MSL. Tower 1218' from departure end of runway, 5347' left of centerline, 380' AGL/4080' MSL. **Rwy 30**, rail on silo 721' from departure end of runway, 567' left of centerline, 36' AGL/3675' MSL. Tree 153' from departure end of runway, 241' left of centerline, 16' AGL/3658' MSL. Tree 216' from departure end of runway, 391' left of centerline, 17' AGL/3659' MSL. Tree 1030' from departure end of runway, 460' left of centerline, 34' AGL/3676' MSL. Tree 1096' from departure end of runway, 641' right of centerline, 35' AGL/3674' MSL.

**GORDON, NE**

GORDON MUNI (GRN)  
AMDT 2 90291 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 300-1.

DEPARTURE PROCEDURE: **Rwys 22, 29**, climb runway heading to 4400 before turning.

**GOTHENBURG, NE**

QUINN FIELD (GTE)  
AMDT 1 81106 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 300' per NM to 2800.

**GRAND ISLAND, NE**

CENTRAL NEBRASKA RGNL (GRI)  
ORIG 07354 (FAA)

NOTE: **Rwy 13**, tree 1334' from departure end of runway, 730' left of centerline, 39' AGL/1881' MSL.

**GRANT, NE**

GRANT MUNI (GGF)  
ORIG 08213 (FAA)

NOTE: **Rwy 15**, post 7' from departure end of runway, 297' left of centerline, 4' AGL/3424' MSL. Post 5' from departure end of runway, 300' left of centerline, 5' AGL/3424' MSL. Road with vehicle 524' from departure end of runway, 525' left of centerline, 17' AGL/3442' MSL. Trees beginning 128' from departure end of runway, 304' left of centerline, up to 100' AGL/3442' MSL. **Rwy 33**, terrain 107' from departure end of runway, 352' left of centerline, 0' AGL/3426' MSL. Fence 226' from departure end of runway, 505' left of centerline, 8' AGL/3430' MSL. Terrain beginning 102' from departure end of runway, 199' right of centerline, up to 0' AGL/3429' MSL. Fence 3' from departure end of runway, 496' right of centerline, 4' AGL/3426' MSL.

**GREAT BEND, KS**

GREAT BEND MUNI (GBD)  
ORIG 08325 (FAA)

DEPARTURE PROCEDURE: **Rwy 35**, climb heading 352° to 3200 before turning eastbound.

NOTE: **Rwy 35**, tree 1312' from departure end of runway, 826' left of centerline, 62' AGL/1946' MSL.

**HASTINGS, NE**

HASTINGS MUNI (HSI)  
AMDT 3 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 090° to 3000 before proceeding on course. **Rwy 32**, climb heading 323° to 2500 before turning right.

NOTE: **Rwy 14**, vehicle on road 202' from DER, 386' left of centerline, 15' AGL/1952' MSL. Tree 625' from DER, 498' right of centerline, 17' AGL/1961' MSL. Lightpole 620' from DER, 657' right of centerline, 35' AGL/1977' MSL. Multiple trees beginning 835' from DER, 558' left of centerline, up to 61' AGL/2010' MSL.

**HAYS, KS**

HAYS RGNL (HYS)  
AMDT 2 92180 (FAA)

DEPARTURE PROCEDURE: **Rwy 34**, westbound departures (160° CW 340°) climb runway heading 3100 before proceeding on course.

**HEBRON, NE**

HEBRON MUNI (HJH)  
ORIG 85115 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 12, 21, 30**, 300-1.

DEPARTURE PROCEDURE: **All Rwys**: climb straight ahead to 1700 before proceeding on course.

**HILL CITY, KS**

HILL CITY MUNI (HLC)  
ORIG 06047 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 200-1 or std. with a min. climb of 380' to 2500.

DEPARTURE PROCEDURE: **Rwy 35**, climb via heading 352° to 3100 before turning left.

NOTE: **Rwy 17**, tower 3423' from departure end of runway, 1085' left of centerline, 145' AGL/2345' MSL. Tree 633' from departure end of runway, 449' right of centerline, 52' AGL/2221' MSL. Multiple trees beginning 694' from departure end of runway, 189' left of centerline, 40' AGL/2211' MSL. Multiple trees beginning 696' from departure end of runway 289' left of centerline, 40' AGL/2213' MSL. Multiple trees 790' from departure end of runway, 441' right of centerline, 48' AGL/2214' MSL. Tree 878' from departure end of runway, 122' left of centerline, 40' AGL/2210' MSL. Tree 899' from departure end of runway, 220' right of centerline, 54' AGL/2212' MSL. Multiple trees 893' from departure end of runway, 193' left of centerline, 70' AGL/2211' MSL. Tree 945' from departure end of runway, 229' right of centerline, 65' AGL/2213' MSL. **Rwy 35**, tree 1529' from departure end of runway, 94' left of centerline, 36' AGL/2279' MSL. Power pole 2433' from departure end of runway, 1046' right of centerline, 48' AGL/2308' MSL. Power pole 2447' from departure end of runway, 785' right of centerline, 41' AGL/2311' MSL.



## TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



10266

**HOLDREGE, NE**

BREWSTER FIELD (HDE)

AMDT 2 98113 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11, 29**, NA.DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 3800 before turning right. **Rwy 36**, climb runway heading to 3600 before turning left.**HUGOTON, KS**

HUGOTON MUNI (HQQ)

AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, NA-obstacles.DEPARTURE PROCEDURE: **Rwy 2**, climb heading 016° to 3800 before turning right.NOTE: **Rwy 2**, multiple poles, hangars, and vehicle on road beginning 25' from departure end of runway, 334' left of centerline, up to 43' AGL/3167' MSL. Pole and fence beginning 19' from departure end of runway, 304' right of centerline, up to 33' AGL/3157' MSL. **Rwy 20**, vehicle on road 1' from departure end of runway, 371' right of centerline, 15' AGL/3153' MSL. Vehicle on road 203' from departure end of runway, 369' left of centerline, 15' AGL/3148' MSL.**HUTCHINSON, KS**

HUTCHINSON MUNI (HUT)

AMDT 4 92233 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, 300-1 or std. with a min. climb of 370' per NM to 1700.DEPARTURE PROCEDURE: **All Rwys**, eastbound departures (030° CW 130°) climb runway heading to 3300 before turning.**IMPERIAL, NE**

IMPERIAL MUNI (IML)

AMDT 2 96228 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. with a min. climb of 260' per NM to 3700.**INDEPENDENCE, KS**

INDEPENDENCE MUNI (IDP)

ORIG 08325 (FAA)

NOTE: **Rwy 4**, trees beginning 2911' from departure end of runway, 1236' left of centerline, up to 100' AGL/929' MSL. Tree 1878' from departure end of runway, 236' right of centerline, 52' AGL/871' MSL. **Rwy 17**, trees beginning 1402' from departure end of runway, 696' left of centerline, up to 31' AGL/860' MSL. **Rwy 35**, obstruction light on DME 1002' from departure end of runway, 256' right of centerline, 20' AGL/849' MSL. Trees beginning 2515' from departure end of runway, 994' right of centerline, up to 100' AGL/929' MSL.**IOLA, KS**

ALLEN COUNTY (K88)

ORIG 09071 (FAA)

NOTE: **Rwy 1**, trees 1280' from DER, 485' right of centerline, 100' AGL/1109' MSL. **Rwy 19**, vehicle on road 28' from DER, 501' right of centerline, 15' AGL/1024' MSL. Terrain beginning 69' from DER, 229' right of centerline, up to 1014' MSL. Trees 2240' from DER, 1068' right of centerline, 100' AGL/1109' MSL. Trees 2381' from DER, 621' left of centerline, 100' AGL/1089' MSL.**JUNCTION CITY, KS**

FREEMAN FIELD (3JC)

AMDT 2 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-Environmental.**Rwy 18**, 500-2½ or std. with a min. climb of 420' per NM to 1700. **Rwy 36**, 300-2 or std. w/ min climb of 234' per NM to 1500.DEPARTURE PROCEDURE: **Rwy 18**, climb heading 189° to 2200 before turning right. **Rwy 36**, climb heading 009° to 2000 before proceeding on course.NOTE: **Rwy 18**, numerous towers and poles beginning 909' from DER, 389' left of centerline, up to 135' AGL/1432' MSL. Tank 1.1 NM from DER, 1895' left of centerline, 148' AGL/1410' MSL. Antenna 1.9 NM from DER, 478' left of centerline, 75' AGL/1426' MSL. Numerous towers and trees beginning 28' from DER, 437' right of centerline, up to 320' AGL/1540' MSL. **Rwy 36**, tree 540' from DER, 6' left of centerline, 100' AGL/1164' MSL. Trees beginning 2531' from DER, 397' right of centerline, up to 100' AGL/1164' MSL. Building 54' from DER, 435' left of centerline, 30' AGL/1165' MSL.**KEARNEY, NE**

KEARNEY RGNL (EAR)

ORIG 03023 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, cross departure end of runway at or above 20' AGL/2149' MSL.NOTE: **Rwy 13**, trees 1600' from departure end of runway, 745' right of centerline, 80' AGL/2189' MSL.**KIMBALL, NE**

KIMBALL MUNI/ROBERT E. ARRAJ FIELD

(IBM)

ORIG 07018 (FAA)

NOTE: **Rwy 10**, fence 218' from departure end of runway, 273' right of centerline, 4' AGL/4905' MSL. Wind cone 256' from departure end of runway, 222' left of centerline, 14' AGL/4914' MSL. Multiple stop signs beginning 830' from departure end of runway, 555' left of centerline, up to 17' AGL/4926' MSL. **Rwy 28**, terrain beginning 75' from departure end of runway, 262' right of centerline, up to 4939' MSL. Terrain beginning 141' from departure end of runway, 435' left of centerline, up to 4932' MSL.

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23 SEP 2010 to 21 OCT 2010

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**LAWRENCE, KS**

LAWRENCE MUNI (LWC)

AMDT 4 03247 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 400-1½ or std. w/min. climb of 387' per NM to 1300. **Rwy 33**, 300-1 or std. w/min. climb of 327' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 15**, south and west departures (140° CW 360°), climb via heading 130° to 2400 before turning right on course. **Rwy 19**, climb via heading 180° to 2400 before turning on course.

NOTE: **Rwy 1**, bush 297' from departure end of runway, 192' right of centerline, 9' AGL/842' MSL, tree 2864' from departure end of runway, 759' right of centerline, 90' AGL/969' MSL, tree 4151' from departure end of runway, 1466' left of centerline, 79' AGL/958' MSL, tree 7024' from departure end of runway, 2180' right of centerline, 45' AGL/1104' MSL, tree 7285' from departure end of runway, 1781' right of centerline, 100' AGL/1179' MSL, tree 7406' from departure end of runway, 349' right of centerline, 49' AGL/1088' MSL, tree 7980' from departure end of runway, 2613' right of centerline, 46' AGL/1105' MSL, tree 10,211' from departure end of runway, 2539' left of centerline, 49' AGL/1108' MSL, tree 11,544' from departure end of runway, 1866' left of centerline, 70' AGL/1129' MSL. **Rwy 15**, tree 543' from departure end of runway, 561' left of centerline, 28' AGL/857' MSL, tree 1361' from departure end of runway, 714' right of centerline, 50' AGL/879' MSL. **Rwy 19**, tree 1797' from departure end of runway, 558' right of centerline, 79' AGL/918' MSL, tree 1896' from departure end of runway, 317' right of centerline, 71' AGL/910' MSL. **Rwy 33**, tree 1323' from departure end of runway, 623' right of centerline, 59' AGL/898' MSL, tree 1622' from departure end of runway, 353' right of centerline, 48' AGL/887' MSL, tree 1768' from departure end of runway, 201' right of centerline, 49' AGL/888' MSL, tree 1945' from departure end of runway, 17' left of centerline, 66' AGL/905' MSL, tree 4357' from departure end of runway, 1563' right of centerline, 100' AGL/1009' MSL.

**LEXINGTON, NE**

JIM KELLY FIELD (LXN)

AMDT 2 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, std. w/min. climb of 291' per NM to 4000 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 136° to 3500' before turning right. **Rwy 19**, for climb in visual conditions: cross Jim Kelly Field Airport at or above 3500 MSL before proceeding on course.

NOTE: **Rwy 1**, terrain 56' from departure end of runway, 470' left of centerline, 2409' MSL. **Rwy 14**, multiple trees beginning 865' from departure end of runway, 242' left of centerline, up to 59' AGL/2459' MSL. Multiple trees and railroad signals beginning 896' from departure end of runway, 406' right of centerline, up to 55' AGL/2457' MSL. **Rwy 32**, fence 97' from departure end of runway, 497' right of centerline, 3' AGL/2418' MSL. Fence 72' from departure end of runway, 498' left of centerline, 10' AGL/2415' MSL.

**LIBERAL, KS**

LIBERAL MID-AMERICA RGNL (LBL)

AMDT 5 07242 (FAA)

NOTE: **Rwy 4**, obstruction light on lighted WSK 390' from departure end of runway, 350' left of centerline, 21' AGL/2896' MSL. Tree 1299' from departure end of runway, 785' right of centerline, 44' AGL/2924' MSL.

**Rwy 35**, multiple trees beginning 1090' from departure end of runway, 317' right of centerline, up to 39' AGL/2920' MSL.

**LINCOLN, NE**

LINCOLN (LNK)

ORIG-A 10182 (FAA)

NOTE: **Rwy 14**, windsock 262' from DER, 369' left of centerline, 7' AGL/1187' MSL.

**Rwy 17**, light poles beginning 520' from DER, 505' right of centerline, up to 36' AGL/1198' MSL. **Rwy 18**, rod on obstruction light tower 3858' from DER, 687' left of centerline, 80' AGL/1280' MSL. **Rwy 35**, warehouse 4463' from DER, 1350' left of centerline, 50' AGL/1369' MSL.

**MANHATTAN, KS**

MANHATTAN RGNL (MHK)

AMDT 7 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 400-2½ or std. w/min. climb of 360' per NM to 1600. **Rwy 13**, 300-1½ or std. w/min. climb of 219' per NM to 1300. **Rwy 31**, 400-2¼ or std. w/min. climb of 277' per NM to 1500.

DEPARTURE PROCEDURE: **All runways**, westbound departures heading 210° through 360° NA. **Rwy 3**, climb heading 034° to 1700 before turning right. **Rwy 31**, departure NA when R-3602B active. NOTE: R-3602B restricted area immediately west of airport.

NOTE: **Rwy 3**, numerous trees beginning 20' from DER, right and left of centerline, up to 100' AGL/1395' MSL. **Rwy 13**, numerous trees beginning 1304' from DER, right and left of centerline, up to 100' AGL/1229' MSL. Light pole, flood light, building, and elevator beginning 33' from DER, 439' left of centerline, up to 50' AGL/1086' MSL. Railroad 905' from DER, 614' right of centerline, 23' AGL/1068' MSL. **Rwy 21**, numerous trees beginning 2350' from DER, right and left of centerline, up to 100' AGL/1169' MSL. Pole 4928' from DER, 1006' right of centerline, 41' AGL/1189' MSL. Pole 3593' from DER, 462' right of centerline, 41' AGL/1189' MSL. Pole 3993' from DER, 461' right of centerline, 41' AGL/1158' MSL. **Rwy 31**, numerous trees beginning 164' from DER, right and left of centerline, up to 100' AGL/1358' MSL. Utility pole 1290' from DER, 435' right of centerline, 25' AGL/1124' MSL.

**MARSHALL AAF (KFR1)**

FORT RILEY, KS . . . . . 07186

Rwy 22, 400-2¾\*

\* Or standard with minimum climb of 273'/NM to 1500.

DEPARTURE PROCEDURE: **Rwy 22**: Climb on heading 224° to 2200 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 4**: Ridgeline 1212' MSL, 2721' from DER, 1104' right of centerline. Ridgeline 1198' MSL, 4791' from DER, 151' right of centerline.

**Rwy 22**: Antenna 1371' MSL, 8919' from DER, 1292' left of centerline. Antenna 1432' MSL, 14,495' from DER, 2287' left of centerline.

**MARYSVILLE, KS**

MARYSVILLE MUNI (MYZ)

TAKE-OFF MINIMUMS: **Rwy 15**, 300-1 or std. with a min. climb 402' per NM to 1600. **Rwy 33**, 500-1½ or std. with a min. climb of 496' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 2, 20**, climb runway heading to 1900 before turning.

**MC CONNELL AFB (KIAB)**

WICHITA, KS . . . . . 09043

TAKE-OFF OBSTACLES: **Rwy 1L**, KC135 tail 42' AGL/1409' MSL, 24' from DER, 363' left of centerline. **Rwy 1R**, KC135 tail 42' AGL/1406' MSL, 1048' from DER, 678' right of centerline. KC135 tail 42' AGL/1406' MSL, 139' from DER, 578' right of centerline. KC135 tail 42' AGL/1406' MSL, 325' from DER, 577' right of centerline. KC135 tail 42' AGL/1406' MSL, 514' from DER, 577' right of centerline. KC135 tail 42' AGL/1406' MSL, 729' from DER, 678' right of centerline. KC135 tail 42' AGL/1406' MSL, 889' from DER, 678' right of centerline. KC135 tail 42' AGL/1400' MSL, 43' from DER, 306' right of centerline.

**MC COOK, NE**

MC COOK BEN NELSON RGNL (MCK)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17, 35**, NA-Environmental.

NOTE: **Rwy 4**, tree 275' from departure end of runway, 233' left of centerline, 27' AGL/2566' MSL. **Rwy 12**, multiple trees beginning 71' from departure end of runway, 147' right of centerline, up to 40' AGL/2559' MSL. Tree 240' from departure end of runway, 142' left of centerline, 40' AGL/2549' MSL. **Rwy 22**, pole 843' from departure end of runway, 95' right of centerline, 28' AGL/2587' MSL.

**MC PHERSON, KS**

MC PHERSON (MPR)

AMDT 2 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8, 26**, NA-Environmental.

NOTE: **Rwy 18**, trees beginning 2646' from departure end of runway, 1047' left to 1047' right of centerline, up to 100' AGL/1594' MSL. **Rwy 36**, bush 32' from departure end of runway, 262' right of centerline, 8' AGL/1495' MSL. Trees beginning 2646' from departure end of runway, 1047' left to 1047' right of centerline, up to 100' AGL/1594' MSL.

**MINDEN, NE**

PIONEER VILLAGE FIELD (0V3)

AMDT 2 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-Turf.

DEPARTURE PROCEDURE: **Rwy 34**, climb heading 339° to 3000 before turning right.

NOTE: **Rwy 16**, trees, guard posts, and street lights beginning 32' from DER, 156' right of centerline, up to 75' AGL/2223' MSL. Trees beginning 193' from DER, 167' left of centerline, up to 67' AGL/2204' MSL. Buildings beginning 1656' from DER, 156' right of centerline, up to 70' AGL/2225' MSL. Power poles beginning 528' from DER, 393' right of centerline, up to 37' AGL/2191' MSL. **Rwy 34**, trees beginning 192' from DER, 156' left of centerline, up to 100' AGL/2269' MSL.

**NEBRASKA CITY, NE**

NEBRASKA CITY MUNI (AFK)

ORIG 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-Environmental.

**NELIGH, NE**

ANTELOPE COUNTY (4V9)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 400-1½ or std. w/ min. climb of 315' per NM to 2200.

DEPARTURE PROCEDURE: **Rwy 19**, climb heading 188° to 2500 before proceeding on course.

NOTE: **Rwy 1**, multiple trees beginning 283' from DER, 7' right of centerline, up to 89' AGL/1810' MSL. Multiple towers beginning 1.2 NM from DER, 194' left of centerline, up to 135' AGL/2071' MSL. Multiple antennas beginning 1.4 NM from DER, 434' left of centerline, up to 71' AGL/2022' MSL. Multiple structures beginning 1720' from DER, 2' left of centerline, up to 59' AGL/1780' MSL. Building 1.4 NM from DER, 477' left of centerline, 42' AGL/1991' MSL. **Rwy 13**, tree 30' from DER, 468' left of centerline, 60' AGL/1756' MSL.

**Rwy 19**, fence beginning 80' from DER, 450' right of centerline, up to 4' AGL/1785' MSL. Ground 76' from DER, 334' right of centerline, 1783' MSL. Ground 180' from DER, 342' right of centerline, 1783' MSL. **Rwy 31**, multiple trees beginning 586' from DER, 603' left of centerline, up to 60' AGL/1819' MSL. Vehicles on road beginning 168' from DER, 523' left of centerline, up to 17' AGL/1766' MSL.

**NORFOLK, NE**

KARL STEFAN MEMORIAL (OFK)

ORIG 09351 (FAA)

NOTE: **Rwy 1**, terrain with trees beginning 50' from DER, left and right of centerline, up to 100' AGL/1615' MSL. **Rwy 14**, terrain with trees beginning 55' from DER, left and right of centerline, up to 75' AGL/1640' MSL. Vehicle on road 555' from DER, 619' left of centerline, 15' AGL/1586' MSL. Satellite dish 825' from DER, 359' left of centerline, 37' AGL/1599' MSL. Electrical equipment 22' from DER, 499' left of centerline, 5' AGL/1565' MSL. **Rwy 19**, terrain beginning 116' from DER, 486' left of centerline, up to 1576' MSL. Fence 905' from DER, 666' left of centerline, 6' AGL/1596' MSL. Trees beginning 3024' from DER, 486' left and right of centerline, up to 100' AGL/1698' MSL. **Rwy 32**, terrain 180' from DER, 162' left of centerline, 1549' MSL. Tree 778' from DER, 672' left of centerline, 100' AGL/1649' MSL. Railroad tracks 959' from DER, 363' left of centerline, 23' AGL/1568' MSL. Tree 2475' from DER, 60' left of centerline, 81' AGL/1611' MSL.

**NORTH PLATTE, NE**

NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

AMDT 4 90263 (FAA)

DEPARTURE PROCEDURE: **Rwy 30**, climb runway heading to 4000 before turning right. **Rwy 35**, climb runway heading to 4000 before turning left.

**NORTON, KS**

NORTON MUNI (NRN)

AMDT 1 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26**, NA-Environmental.  
**Rwy 16**, 400-3.NOTES: **Rwy 16**, Tower 2241' from departure end of runway, 642' left of centerline, 198' AGL/2528' MSL. Tower 2.42 NM from departure end of runway, 3467' right of centerline, 358' AGL/2758' MSL. **Rwy 34**, Tree 630' from departure end of runway, 203' left of centerline, 100' AGL/2489' MSL.**O'NEILL, NE**

THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

ORIG 88266 (FAA)

DEPARTURE PROCEDURE: **Rwys 4, 13, 22**, climb runway heading to 2600 before turning.**OKALEY, KS**

OKALEY MUNI (OEL)

ORIG 06215 (FAA)

NOTE: **Rwy 16**, bush 145' from departure end of runway, 496' left of centerline, 14' AGL/3034' MSL. Road 208' from departure end of runway, 368' right of centerline, 15' AGL/3031' MSL. **Rwy 34**, tree 855' from departure end of runway, 416' right of centerline, 50' AGL/3099' MSL.**OVERLIN, KS**

OVERLIN MUNI (OIN)

ORIG 84187 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 300-2.**OFFUTT AFB (KOFF),**

OMAHA, NE . . . . . ORIG, 10126

TAKE-OFF OBSTACLES: **Rwy 12**, Fence Post, 3' AGL/974' MSL, 153' from DER, on centerline. Antenna, 7' AGL/968' MSL, 276' from DER, on centerline. Vehicle, 15' AGL/983' MSL, 170' from DER, 158' left of centerline. Road, 15' AGL/985' MSL, 191' from DER, 1' left of centerline. Railroad, up to 23' AGL/995' MSL, beginning 386' from DER, 55' left of centerline. Multiple trees, up to 110' AGL/1,076' MSL, beginning 3,185' from DER, 68' left of centerline. Terrain, 974' MSL, 0' from DER, 353' right of centerline. Multiple trees, up to 110' AGL/1,088' MSL, beginning 1,150' from DER, 5' right of centerline. **Rwy 30**, Antenna, 7' AGL/1,053' MSL, 201' from DER, on centerline. Multiple trees, up to 110' AGL/1,090' MSL, beginning 296' from DER, 6' left of centerline. Multiple trees, up to 110' AGL/1,098' MSL, beginning 1,267' from DER, 552' right of centerline.**OGALLALA, NE**

SEARLE FIELD (OGA)

AMDT 3 90123 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 800-3.DEPARTURE PROCEDURE: **Rwy 8**, climb runway heading to 4000 before turning left.**OLATHE, KS**

JOHNSON COUNTY EXECUTIVE (OJC)

ORIG 05300 (FAA)

NOTE: **Rwy 18**, multiple trees 622' from departure end of runway, 192' right of centerline, up to 73' AGL/1084' MSL. **Rwy 36**, antenna 335' from departure end of runway, 263' left of centerline, 20' AGL/1110' MSL, tree 1008' from departure end of runway, 612' right of centerline, 57' AGL/1130' MSL, tree 1544' from departure end of runway, 810' left of centerline, 71' AGL/1144' MSL.**NEW CENTURY AIRCENTER (IXD)**

ORIG 05300 (FAA)

NOTE: **Rwy 4**, fence 204' from departure end of runway, 256' right of centerline, 10' AGL/1096' MSL, obstruction light 296' from departure end of runway, 163' right of centerline, 19' AGL/1098' MSL, obstruction light 492' from departure end of runway, 43' left of centerline, 16' AGL/1095' MSL, tree 1529' from departure end of runway, 125' left of centerline, 60' AGL/1149' MSL, tree 1824' from departure end of runway, 665' right of centerline, 59' AGL/1171' MSL. **Rwy 18**, tree 1899' from departure end of runway, 8' left of centerline, 64' AGL/1103' MSL, tree 2051' from departure end of runway, 662' right of centerline, 50' AGL/1108' MSL. **Rwy 36**, ground beginning 16' from departure end of runway, from 407' right to 487' left of centerline, 1088' MSL.**OMAHA, NE**

EPPLEY AIRFIELD (OMA)

AMDT 5 08045 (FAA)

DEPARTURE PROCEDURE: **Rwys 14L, 14R**, Climb heading 139° to 2600 before proceeding on course. **Rwy 18**, Climb heading 175° to 2600 before turning right. **Rwys 32L, 32R**, Climb heading 319° to 2600 before proceeding westbound. **Rwy 36**, Climb heading 355° to 2600 before turning left.NOTES: **Rwy 14L**, Trees beginning 3956' from departure end of runway, 115' left of centerline, up to 107' AGL/1322' MSL. **Rwy 14R**, Tree 3972' from departure end of runway, 1316' left of centerline, 108' AGL/1088' MSL. **Rwy 18**, Tower, pole, and tree beginning 3953' from departure end of runway, 852' left of centerline up to 136' AGL/1114' MSL. **Rwy 32L**, Pole and tree beginning 969' from departure end of runway, 748' right of centerline, up to 70' AGL/1054' MSL. **Rwy 32R**, Trees beginning 2217' from departure end of runway, 767' right of centerline, up to 106' AGL/1089' MSL. **Rwy 36**, Poles and tree beginning 940' from departure end of runway, 674' left and right of centerline, up to 83' AGL/1064' MSL.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010



**OMAHA, NE (CON'T)**

MILLARD (MLE)

AMDT 3 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30**, 300-1½ or std. w/ min. climb of 370' per NM to 3000.DEPARTURE PROCEDURE: **Rwy 12**, climb via heading 123° to 3200 before proceeding on course. **Rwy 30**, climb via heading 303° to 3000 before proceeding on course.NOTE: **Rwy 12**, multiple trees, power poles and highway signs beginning 250' from departure end of runway, 152' left of centerline, up to 35' AGL/1101' MSL. Multiple trees and fences beginning 3' from departure end of runway, 381' right of centerline, up to 63' AGL/1104' MSL. Multiple street lights beginning 1506' from departure end of runway, 678' left of centerline to 568' right of centerline, up to 46' AGL/1115' MSL. **Rwy 30**, multiple towers, trees, power poles, buildings, street lights, fences, and road beginning 13' from departure end of runway, 264' left of centerline, up to 100' AGL/1270' MSL. Multiple trees and power poles beginning 516' from departure end of runway, 343' right of centerline, up to 88' AGL/1137' MSL.**ORD, NE**

EVELYN SHARP FIELD (ODX)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17, 35**, NA-Environmental.DEPARTURE PROCEDURE: **Rwy 13**, climb heading 131° to 3000 before turning right.NOTE: **Rwy 13**, pole 860' from DER, 498' left of centerline, 39' AGL/2098' MSL. Trees beginning 705' from DER, 505' left of centerline, up to 37' AGL/2096' MSL. Trees beginning 43' from DER, 443' right of centerline, up to 45' AGL/2104' MSL. **Rwy 31**, trees beginning 2590' from DER, 276' left of centerline, up to 84' AGL/2183' MSL. Poles beginning 1234' from DER, 1' left of centerline, up to 60' AGL/2130' MSL. Tank 2615' from DER, 256' left of centerline, 69' AGL/2139' MSL. Fence 199' from DER, 241' left of centerline, 5' AGL/2075' MSL. Tree 55' from DER, 348' right of centerline, 2' AGL/2072' MSL.**OSHKOSH, NE**

GARDEN COUNTY (OKS)

ORIG 05020 (FAA)

DEPARTURE PROCEDURE: **Rwy 12**, climb via heading 125° to 4000 before turning right.**OTTAWA, KS**

OTTAWA MUNI (OWI)

ORIG 97254 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 13, 23, 31**, NA.**PARSONS, KS**

TRI-CITY (PPF)

ORIG 08269 (FAA)

NOTE: **Rwy 17**, trees beginning 23' from departure end of runway, 253' right of centerline, up to 66' AGL/917' MSL.Trees and power poles beginning 8' from departure end of runway, 243' left of centerline, up to 56' AGL/916' MSL. **Rwy 35**, trees beginning 12' from departure end of runway, 138' right of centerline, up to 40' AGL/956' MSL. Vehicle on road 720' from departure end of runway, 7' left and right of centerline, 17' AGL/941' MSL. Trees beginning 728' from departure end of runway, 66' left of centerline, up to 20' AGL/935' MSL.**PHILLIPSBURG, KS**

PHILLIPSBURG MUNI (PHG)

ORIG 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21**, NA (Turf runway)NOTE: **Rwy 31**, trees 5843' from departure end of runway, 1981' left of centerline, 100' AGL/2059' MSL.**PITTSBURG, KS**

ATKINSON MUNI (PTS)

ORIG 01193 (FAA)

NOTE: **Rwy 10**, 972 MSL pole, 335' from departure end of runway, 477' right of centerline. **Rwy 16**, 989' MSL tree, 1016' from departure end of runway, 542' left of centerline.**RUSHVILLE, NE**

MODISSETT (9V5)

ORIG 09239 (FAA)

NOTE: **Rwy 14**, trees 21' from DER, 210' right of centerline, up to 47' AGL/3792' MSL. Multiple trees beginning 251' from DER, 302' left of centerline, up to 50' AGL/3805' MSL. Multiple power poles beginning 427' from DER, 31' left of centerline, up to 47' AGL/3834' MSL. Multiple power poles beginning 1179' from DER, 235' right of centerline, up to 67' AGL/3816' MSL. Multiple buildings beginning 415' from DER, 409' left of centerline, up to 25' AGL/3778' MSL. Fence, 203' from DER, 318' left of centerline, 4' AGL/3757' MSL. **Rwy 32**, terrain 964' from DER, 355' left of centerline, 0' AGL/3778' MSL. Fence, 51' from DER, 282' left of centerline, 4' AGL/3751' MSL.**RUSSELL, KS**

RUSSELL MUNI (RSL)

AMDT 1 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, climb via heading 167° to 3400 before turning east.NOTE: **Rwy 17**, post 167' from departure end of runway, 324' left of centerline, 6' AGL/1868' MSL. **Rwy 35**, multiple poles beginning 417' from departure end of runway, 142' right of centerline, up to 30' AGL/1890' MSL.



**SALINA, KS**

SALINA MUNI (SLN)

ORIG 08325 (FAA)

NOTE: **Rwy 4**, light on hangar 1560' from departure end of runway, 196' right of centerline, 52' AGL/1302' MSL.

**Rwy 12**, rod on obstruction light GS 1608' from departure end of runway, 617' left of centerline, 44' AGL/1315' MSL. Trees beginning 4018' from departure end of runway, 421' left of centerline, up to 100' AGL/1379' MSL. Trees beginning 5330' from departure end of runway, 1917' right of centerline, up to 100' AGL/1419' MSL. **Rwy 17**, road with vehicles 1458' from departure end of runway, from left to right of centerline, up to 15' AGL/1314' MSL. Pole 1505' from departure end of runway, 782' right of centerline, 12' AGL/1312' MSL. **Rwy 18**, rising terrain beginning 537' from departure end of runway, 338' right of centerline, up to 1309' MSL. Road with vehicles beginning 891' from departure end of runway, 586' left of centerline, up to 15' AGL/1314' MSL. Road with vehicles beginning 1095' from departure end of runway, 762' right of centerline, up to 15' AGL/1324' MSL. Trees beginning 2065' from departure end of runway, from left to right of centerline, up to 100' AGL/1409' MSL. **Rwy 22**, trees beginning 4195' from departure end of runway, 65' right of centerline, up to 100' AGL/1399' MSL. **Rwy 30**, trees beginning 1227' from departure end of runway, 785' left of centerline, up to 100' AGL/1349' MSL. Trees beginning 2400' from departure end of runway, from left to right of centerline, up to 100' AGL/1359' MSL. **Rwy 36**, trees beginning 367' from departure end of runway, 305' left of centerline, up to 100' AGL/1349' MSL. Trees beginning 1663' from departure end of runway, from left to right of centerline, up to 100' AGL/1349' MSL.

**SCOTTSBLUFF, NE**

WESTERN NEBRASKA RGNL

WILLIAM B. HEILIG FIELD (BFF)

AMDT 4 93175 (FAA)

DEPARTURE PROCEDURE: **Rwy 23**, climbing right turn to 5500 via heading 300° before proceeding on course.**Rwy 30**, climb runway heading to 5500 before proceeding on course.**SEWARD, NE**

SEWARD MUNI (SWT)

ORIG 96228 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, NA.DEPARTURE PROCEDURE: **Rwy 4**, climb to 2800 before turning on course. **Rwy 16**, climb runway heading to 3500 before turning right. **Rwy 34**, climb runway heading to 3000 before turning left.**SIDNEY, NE**

SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3,21** NA-Environmental.**SUPERIOR, NE**

SUPERIOR MUNI (12K)

ORIG 91318 (FAA)

DEPARTURE PROCEDURE: **Rwys 14, 18, 32, 36**, climb runway heading to 2500 before turning.**SYRACUSE, KS**

SYRACUSE-HAMILTON COUNTY MUNI

(3K3)

ORIG 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 31**, climb heading 293° to 4000 before turning right.

NOTE: **Rwy 13**, vehicle on road beginning 5' from DER, left and right of centerline, up to 15' AGL/3324' MSL. Trees beginning 104' from DER, 288' left of centerline, up to 40' AGL/3349' MSL. Trees beginning 196' from DER, 130' right of centerline, up to 40' AGL/3349' MSL. **Rwy 18**, grain bin 465' from DER, 506' right of centerline, 21' AGL/3331' MSL. Water tower 1898' from DER, 393' left of centerline, 99' AGL/3399' MSL. **Rwy 31**, vehicle on road beginning 26' from DER, 328' left of centerline, up to 15' AGL/3324' MSL. **Rwy 36**, powerlines beginning 1596' from DER, left and right of centerline, up to 52' AGL/3367' MSL.

**TEKAMAH, NE**

TEKAMAH MUNI (TQE)

AMDT 2 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb via heading 327° to 1500 before turning left.

NOTE: **Rwy 14**, north-south road and vehicle 483' left of centerline at departure end of runway, 15' AGL/1044' MSL. **Rwy 32**, trees 954' from departure end of runway, 426' left of centerline, up to 100' AGL/1129' MSL.

**THEDFORD, NE**

THOMAS COUNTY (TIF)

AMDT 1 08269 (FAA)

NOTE: **Rwy 11**, trees and rising terrain beginning 36' from departure end of runway, 458' right of centerline, up to 75' AGL/3054' MSL. Vehicles on road beginning 749' from departure end of runway, 351' left of centerline, up to 17' AGL/2936' MSL. **Rwy 29**, trees and rising terrain beginning 15' from departure end of runway, 223' left of centerline, up to 75' AGL/3034' MSL.

**TOPEKA, KS**

FORBES FIELD (FOE)

ORIG 09183 (FAA)

NOTE: **Rwy 3**, trees beginning 1424' from DER, 217' left of centerline, up to 59' AGL/1099' MSL. Tree 1523' from DER, 370' right of centerline, 49' AGL/1088' MSL.

**Rwy 31**, rising terrain 38' from DER, 441' right of centerline, 1064' MSL.

**TOPEKA, KS (CON'T)**

PHILIP BILLARD MUNI (TOP)

AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, 200-1¼ or std. w/min. climb of 286' per NM to 1200.DEPARTURE PROCEDURE: **Rwy 22**, climb heading 224° to 1900 before turning right. **Rwy 31**, climb heading 309° to 1800 before turning left.

NOTE: **Rwy 4**, antenna 1049' from departure end of runway, 528' left of centerline, 57' AGL/927' MSL. Pole 996' from departure end of runway, 382' left of centerline, 38' AGL/908' MSL. **Rwy 13**, tree 378' from departure end of runway, 413' right of centerline, 100' AGL/912' MSL. Vehicle on road 80' from departure end of runway, 371' left of centerline, 15' AGL/889' MSL. **Rwy 18**, trees beginning 1062' from departure end of runway, 329' left of centerline, up to 100' AGL/1007' MSL. Trees beginning 696' from departure end of runway, 201' right of centerline, up to 100' AGL/993' MSL. Pole 2276' from departure end of runway, 491' right of centerline, 64' departure end of runway, 386' left of centerline, up to 150' AGL/1031' MSL. Trees beginning 1495' from departure end of runway, on centerline, up to 100' AGL/946' MSL. Trees beginning 1722' from departure end of runway, 248' right of centerline, up to 100' AGL/945' MSL. Elevator 3783' from departure end of runway, 947' left of centerline, 131' AGL/1001' MSL. **Rwy 31**, trees beginning 1019' from departure end of runway, 693' left of centerline, up to 100' AGL/977' MSL. **Rwy 36**, trees beginning 3026' from departure end of runway, 265' left of centerline, up to 100' AGL/975' MSL. Rising terrain with trees beginning 1.1 NM from departure end of runway, on centerline, up to 100' AGL/1129' MSL.

**ULYSSES, KS**

ULYSSES (ULS)

AMDT 2A 10014 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 500-3 or std. with a min. climb of 225' per NM to 3700. **Rwy 17**, 300-1¼ or std. w/min. climb of 281' per NM to 3500.DEPARTURE PROCEDURE: **Rwy 17**, climb to 3700 before turning on course.NOTE: **Rwy 17**, tower 1.38 NM from DER, 124' right of centerline, 249' AGL/3305' MSL.**VALENTINE, NE**

MILLER FIELD (VTN)

AMDT 2 05132 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 028° to 4000 before proceeding on course. **Rwy 32**, climb heading 317° to 4000 before proceeding on course.NOTE: **Rwy 14**, multiple fences beginning 398' from departure end of runway, 495' right of centerline, up to 5' AGL/2593' MSL.**WAHOO, NE**

WAHOO MUNI (AHQ)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31**, NA-Environmental.

NOTE: **Rwy 2**, terrain beginning 1' from departure end of runway, 360' left of centerline, up to 1229' MSL. Terrain beginning 1' from departure end of runway, 360' right of centerline, up to 1224' MSL. Pole 725' from departure end of runway, 539' left of centerline, 29' AGL/1258' MSL. Vehicles on road beginning 740' from departure end of runway, from left to right of centerline, up to 15' AGL/1244' MSL. **Rwy 20**, fence, buildings, trees, power poles, and street lights beginning 244' from departure end of runway, 401' right of centerline, up to 52' AGL/1277' MSL. Vehicles on road, power poles, and wires beginning 500' from departure end of runway, 477' left of centerline, up to 29' AGL/1246' MSL. Trees beginning 2510' from departure end of runway, 631' left of centerline, up to 74' AGL/1291' MSL. Elevator 3446' from departure end of runway, 474' left of centerline, 114' AGL/1329' MSL.

**WAYNE, NE**

WAYNE MUNI (LCG)

AMDT 3 04330 (FAA)

NOTE: **Rwy 35**, pole 388' from departure end of runway, 540' left of centerline, 19' AGL/1453' MSL. Pole 422' from departure end of runway, 436' right of centerline, 35' AGL/1453' MSL.

**WELLINGTON, KS**

WELLINGTON MUNI (EGT)

ORIG 07298 (FAA)

NOTE: **Rwy 17**, terrain 104' from departure end of runway, 488' right of centerline, 0' AGL/1275' MSL.**WICHITA, KS**

BEECH FACTORY (BEC)

ORIG 98169 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 500-1 or std. with a min. climb of 240' per NM to 2000.DEPARTURE PROCEDURE: **Rwy 36**, climb runway heading to 2000 before proceeding on course.NOTE: **Rwy 36**, 1810' tower N37°42'47" W97°14'52".

COLONEL JAMES JABARA (AAO)

AMDT 2 83328 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, south and west departures (180° CW 270°) climb to 2000 via runway heading before proceeding on course.

WICHITA MID-CONTINENT (ICT)

ORIG 08101 (FAA)

NOTE: **Rwy 1L**, tree and poles beginning 1219' from departure end of runway, 679' left of centerline, up to 34' AGL/1366' MSL.**YORK, NE**

YORK MUNI (JYR)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-Environmental.NOTE: **Rwy 35**, Catenary beginning 1290' from DER, 467' right of centerline, up to 79' AGL/1719' MSL. Pole 1396' from DER, 220' left of centerline, 55' AGL/1700' MSL.

**ABILENE MUNI** (K78) 1 SW UTC-6(-5DT) N38°54.24' W97°14.15'

1152 B S4 FUEL 100LL, JET A NOTAM FILE ICT

RWY 17-35: H4100X75 (ASPH) S-13, D-16 MIRL

RWY 17: REIL. PAPI(P2L). Trees. RWY 35: REIL. PAPI(P2L). Road.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2300Z±. For fuel when arpt is unattended call 785-479-2171. Fuel avbl 24 hrs by credit card. For MIRL Rwy 17-35, PAPI Rwy 17 and Rwy 35 and REIL Rwy 17 and Rwy 35, ops dusk-0400Z±, after 0400Z± ACTIVATE—CTAF.

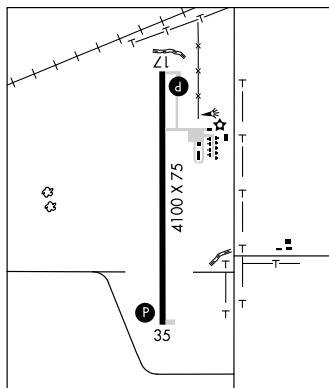
**COMMUNICATIONS:** CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 134.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SLN.

SALINA (H) VORTACW 117.1 SLN Chan 118 N38°55.51'

W97°37.28' 087° 18.1 NM to fld. 1315/7E. HIWAS.



WICHITA

L-101

IAP

**ALFRED SCHROEDER FLD** (See HILLSBORO)

**ALLEN CO** (See IOLA)

**AMELIA EARHART** (See ATCHISON)

**ANTHONY** N37°09.53' W098°10.24' NOTAM FILE ICT.

(L)VORTAC 112.9 ANY Chan 76 083° 4.4 NM to Anthony Muni 1390/7E.

RCO 122.1R 112.9(T) (WICHITA RADIO)

WICHITA

H-6H, L-15D

## ANTHONY

**ANTHONY MUNI** (ANY) 3 NW UTC-6(-5DT) N37°09.51' W98°04.78'

1340 B FUEL 100LL NOTAM FILE ICT

RWY 17-35: H3598X70 (ASPH) MIRL

RWY 17: PAPI(P2L)—GA 3.0° TCH 44'. P-line.

RWY 35: PAPI(P2L)—GA 3.0° TCH 42'. Antenna.

RWY 10-28: 2200X150 (TURF) 0.3% up SE

RWY 10: Trees. RWY 28: Road.

**AIRPORT REMARKS:** Unattended. For fuel call 911. Rwy 10-28 soft after rain. Rwy 10-28 mowed 300' wide. Rwy 17 PAPI OTS indef. NOTE: See Special Notices—Model Rocket Activity.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

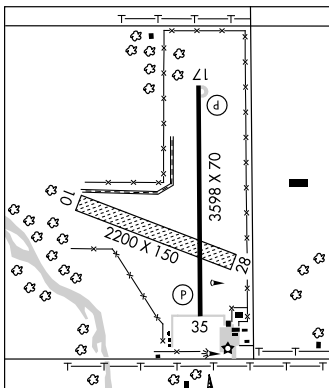
RCO 122.1R 112.9T (WICHITA RADIO)

KANSAS CITY CENTER APP/DEP CON 118.35

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

(L) VORTAC 112.9 ANY Chan 76 N37°09.53' W98°10.24'

083° 4.4 NM to fld. 1390/7E.



WICHITA

L-15D

IAP

APP CRS <b>173°</b>	Rwy Idg <b>4100</b> TDZE <b>1152</b> Apt Elev <b>1152</b>
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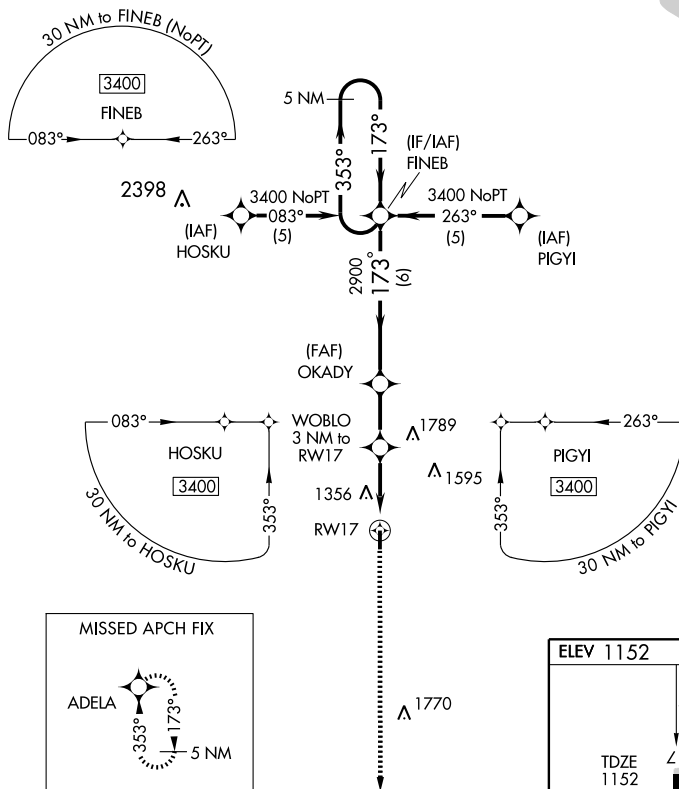
## RNAV (GPS) RWY 17

ABILENE MUNI (K78)

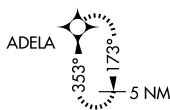
**A** NA DME/DME RNP-0.3 NA. Use Salina altimeter setting; if not received, use Manhattan Rgnl altimeter setting and increase all MDAs 20 feet.

**MISSED APPROACH:** Climb to 3400 direct ADELA and hold.

KANSAS CITY CENTER  
134.9 363.2

UNICOM  
122.8 (CTAF) **L**

MISSED APCH FIX



ELEV 1152

TDZE  
1152

4100 X 75

35

REIL Rwy 17 and 35 (L)  
MIRL Rwy 17-35 (L)

5 NM  
Holding Pattern

FINEB

OKADY

---

3400

ADELA

$$\frac{3400}{173^\circ} \leftarrow 353^\circ \rightarrow$$

\*2180 when using Manhattan Regional altimeter setting.

2900 \* 2160

3.11%  
TCH 45

6 nm 2.3 nm 3 nm

CATEGORY	A	B	C	D
LNAV MDA	1680-1	528 (600-1)	1680-1½ 528 (600-1½)	NA
CIRCLING	1740-1	588 (600-1)	1740-1½ 588 (600-1½)	NA

ABILENE, KANSAS

Orig 08269

ABILENE MUNI (K78)

38°54' N-97°14' W

RNAV (GPS) RWY 17

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

APP CRS **353°**  
Rwy Idg **4100**  
TDZE **1150**  
Apt Elev **1152**

# RNAV (GPS) RWY 35

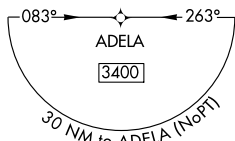
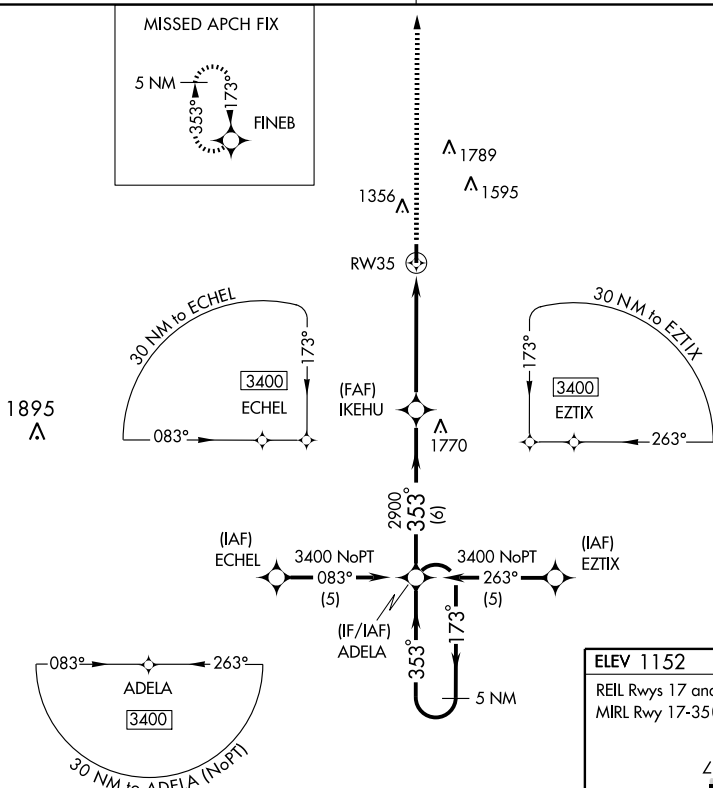
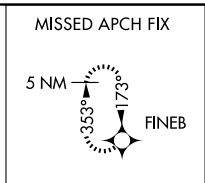
ABILENE MUNI (K78)

**▲ NA** DME/DME RNP-0.3 NA. Use Salina altimeter setting; if not received, use Manhattan Rgnl altimeter setting and increase all MDAs 20 feet.

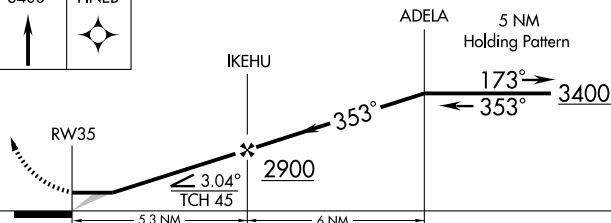
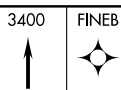
MISSED APPROACH: Climb to 3400 direct FINEB and hold.

KANSAS CITY CENTER  
**134.9 363.2**

UNICOM  
**122.8 (CTAF) 0**



ELEV 1152  
REIL Rwy 17 and 35 **1**  
MIRL Rwy 17-35 **1**



CATEGORY	A	B	C	D
LNAV/MDA	1700-1 550 (600-1)	1700-1½ 550 (600-1½)	1700-1½ 550 (600-1½)	NA
CIRCLING	1740-1 588 (600-1)	1740-1½ 588 (600-1½)	1740-1½ 588 (600-1½)	NA



VORTAC SLN <b>117.1</b> Chan <b>118</b>	APP CRS <b>087°</b>	Rwy Idg TDZE Apt Elev <b>1152</b>	N/A N/A N/A
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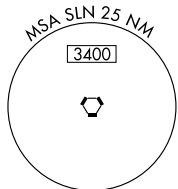
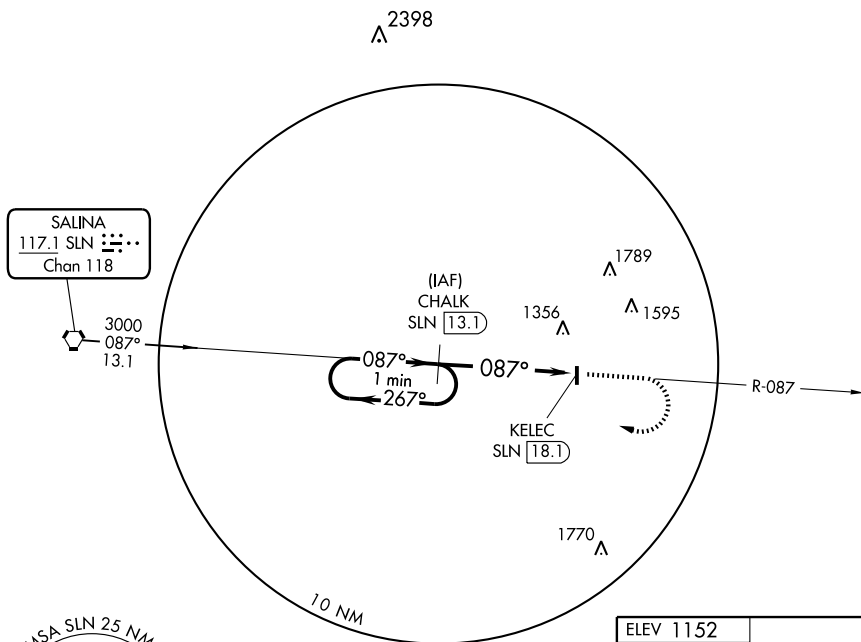
**VOR/DME-A**  
ABILENE MUNI (K78)

**▲ NA** Use Salina altimeter setting; if not received, use Manhattan Rgnl altimeter setting and increase all MDAs 20 feet.

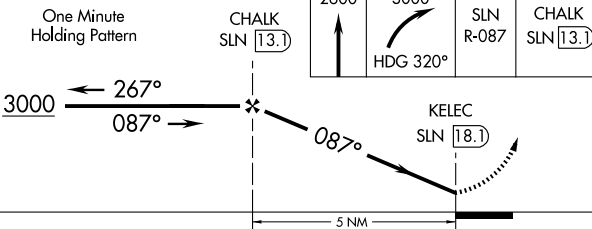
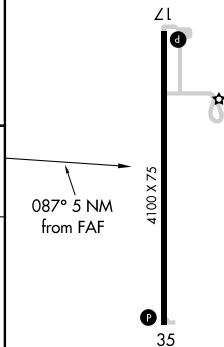
**MISSED APPROACH:** Climb to 2600, then climbing right turn to 3000 via heading 320° and SLN R-087 to CHALK 13.1 DME and hold.

KANSAS CITY CENTER  
**134.9 363.2**

UNICOM  
**122.8 (CTAF) 0**



ELEV 1152  
REIL Rwy 17 and 35  
MIRL Rwy 17-35



CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	1740-1	588 (600-1)	1740-1½ 588 (600-1½)	NA	Min:Sec					



**ABILENE MUNI** (K78) 1 SW UTC-6(-5DT) N38°54.24' W97°14.15'

1152 B S4 FUEL 100LL, JET A NOTAM FILE ICT

RWY 17-35: H4100X75 (ASPH) S-13, D-16 MIRL

RWY 17: REIL. PAPI(P2L). Trees. RWY 35: REIL. PAPI(P2L). Road.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2300Z±. For fuel when arpt is unattended call 785-479-2171. Fuel avbl 24 hrs by credit card. For MIRL Rwy 17-35, PAPI Rwy 17 and Rwy 35 and REIL Rwy 17 and Rwy 35, ops dusk-0400Z±, after 0400Z± ACTIVATE—CTAF.

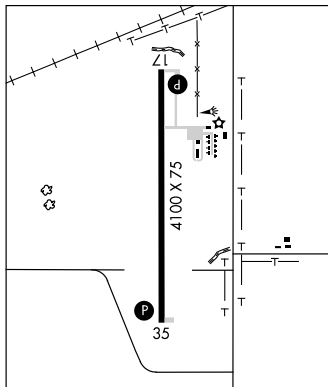
**COMMUNICATIONS:** CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 134.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SLN.

SALINA (H) VORTACW 117.1 SLN Chan 118 N38°55.51'

W97°37.28' 087° 18.1 NM to fld. 1315/7E. HIWAS.



WICHITA

L-101

IAP

**ALFRED SCHROEDER FLD** (See HILLSBORO)

**ALLEN CO** (See IOLA)

**AMELIA EARHART** (See ATCHISON)

**ANTHONY** N37°09.53' W098°10.24' NOTAM FILE ICT.

(L)VORTAC 112.9 ANY Chan 76 083° 4.4 NM to Anthony Muni 1390/7E.

RCO 122.1R 112.9(T) (WICHITA RADIO)

WICHITA

H-6H, L-15D

## ANTHONY

**ANTHONY MUNI** (ANY) 3 NW UTC-6(-5DT) N37°09.51' W98°04.78'

1340 B FUEL 100LL NOTAM FILE ICT

RWY 17-35: H3598X70 (ASPH) MIRL

RWY 17: PAPI(P2L)—GA 3.0° TCH 44'. P-line.

RWY 35: PAPI(P2L)—GA 3.0° TCH 42'. Antenna.

RWY 10-28: 2200X150 (TURF) 0.3% up SE

RWY 10: Trees. RWY 28: Road.

**AIRPORT REMARKS:** Unattended. For fuel call 911. Rwy 10-28 soft after rain. Rwy 10-28 mowed 300' wide. Rwy 17 PAPI OTS indef. NOTE: See Special Notices—Model Rocket Activity.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

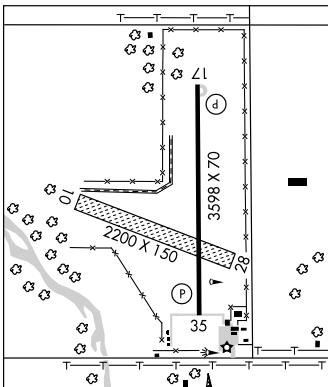
RCO 122.1R 112.9T (WICHITA RADIO)

KANSAS CITY CENTER APP/DEP CON 118.35

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

(L) VORTAC 112.9 ANY Chan 76 N37°09.53' W98°10.24'

083° 4.4 NM to fld. 1390/7E.



WICHITA

L-15D

IAP

VORTAC ANY  
**112.9**  
Chan **76**

APP CRS  
**083°**

Rwy Idg  
TDZE  
Apt Elev  
**N/A**  
**N/A**  
**1340**

**VOR or GPS-A**  
ANTHONY MUNI (ANY)



Use Wichita altimeter setting.

MISSED APPROACH: Climbing left turn to 3200  
direct ANY VORTAC and hold.

KANSAS CITY CENTER  
**118.35 344.8**

UNICOM  
**122.8** (CTAF)

△  
2533

(IAF)  
SAFER

3200 NoPT  
109°  
(28)

(IAF)  
STACS

3200 NoPT  
081° (14.5)

R-263

083°

263°

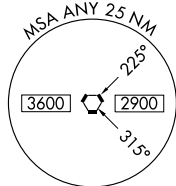
(MACRU)

IAF  
ANTHONY  
112.9 ANY  
Chan 76

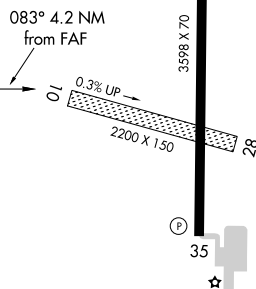
1.0 NM

1803 △

△ 1620



ELEV 1340



Remain  
within 10 NM

VORTAC

263°

3200

083°

3200

3200  
ANY  
112.9

(MACRU)

ANY

4.2

4.2 NM

MIRL Rwy 17-35

CATEGORY	A	B	C	D
CIRCLING	1940-1	600 (600-1)	1940-1½ 600 (600-1½)	NA

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

ANTHONY, KANSAS  
Amdt 1A 01JUL10

37°10' N-98°05' W

ANTHONY MUNI (ANY)  
**VOR or GPS-A**

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

**WILCOX FLD** (7K6) 5 SE UTC-6(-5DT) N37°05.00' W97°57.85'

WICHITA

1263 S1 NOTAM FILE ICT

**RWY 18-36:** 2100X80 (TURF)

**RWY 18:** Tree. **RWY 36:** Trees.

**BALLOON 1:** 1400X1600 (TURF)

**AIRPORT REMARKS:** Unattended. Propane and helium gas avbl, call arpt manager 620-842-3367. Major airframe repairs avbl. Farm animals occasionally graze on Rwy 18-36 and on B1. Rwy 18-36 rough surface. Rwy B1 trees E and S, p-line W. Rwy B1 rough cultivated fld. 6 balloons based on arpt. Balloon mooring avbl.

**COMMUNICATIONS:** CTAF 122.9

**ARGONIA MUNI** (2K8) 1 NE UTC-6(-5DT) N37°16.52' W97°45.53'

WICHITA

1275 NOTAM FILE ICT

**RWY 17-35:** 3200X60 (TURF)

**RWY 35:** Building.

**AIRPORT REMARKS:** Unattended.

**COMMUNICATIONS:** CTAF 122.9

## ASHLAND

**HAROLD KRIER FLD** (K58) 1 S UTC-6(-5DT) N37°10.00' W99°46.51'

WICHITA

1951 B FUEL 100LL NOTAM FILE ICT

**RWY 14-32:** 3135X300 (TURF) LIRL (NSTD)

**RWY 14:** Fence. Rgt tfc. **RWY 32:** Road.

**RWY 02-20:** 3125X300 (TURF)

**RWY 02:** Fence. **RWY 20:** Road.

**AIRPORT REMARKS:** Unattended. PPR for fuel call 620-635-2200. Rwy 02-20 marked with orange and white panels and orange skirts. Rwy 14-32 marked with lgts and panels. Rwy 02-20 lgts OTS indef. Rwy 14-32 NSTD LIRL lgts located on outer edge of. NOTE: See Special Notices Section—Aerobatic Practic Areas.

**COMMUNICATIONS:** CTAF 122.9

## ATCHISON

**AMELIA EARHART** (K59) 2 W UTC-6(-5DT) N39°34.23' W95°10.82'

KANSAS CITY

1073 B S4 FUEL 100LL OX 3 NOTAM FILE ICT

L-10J

**RWY 16-34:** H3000X48 (ASPH) S-17 LIRL (NSTD) 1.1% up S

IAP

**RWY 16:** Tree. **RWY 34:** Thld dspcd 202'. Tree.

**AIRPORT REMARKS:** Attended May-Sep 1400Z±-dusk, Oct-Apr 1400-2300Z±. Parachute Jumping. Glider ops from grass west side of rwy. NSTD LIRL rwy end lights at departure end Rwy 16 are split lense. Some edge lgts OTS indef. Trees both sides Rwy 16 near thld, first 500 ft. ACTIVATE LIRL Rwy 16-34—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 123.675 (913) 367-1449.

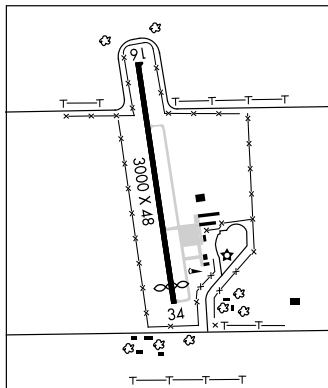
**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ ST JOSEPH APP/DEP CON 120.35 (Mon-Sat 1400-0000Z±), Sun 1800-0000Z±) CLNC DEL 118.1

Ⓡ KANSAS CITY APP/DEP CON 124.7 (Mon-Sat 0000-1400Z±), Sun 0000-1800Z±)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE STJ.

ST JOSEPH (H) VORTAC 115.5 STJ Chan 102 N39°57.64' W94°55.51' 199° 26.2 NM to fld. 1160/8E.



**ATKINSON MUNI** (See PITTSBURG)

VORTAC STJ <b>115.5</b> Chan <b>102</b>	APP CRS <b>165°</b>	Rwy ldg TDZE Apt Elev	<b>3000</b> <b>1073</b> <b>1073</b>
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# VOR/DME RNAV or GPS RWY 16

ATCHISON/AMELIA EARHART (K59)

**NA** Use Kansas City Intl airport altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 direct SUMMR WP and hold.

AWOS-3  
**123.675**

ST. JOSEPH APP CON ★  
**120.35 360.8**

CLNC DEL  
**118.1**

UNICOM  
**122.8** (CTAF) **0**

IAF  
ROBINSON  
108.2 RBA  
Chan 19

ST. JOSEPH  
115.5 STJ  
Chan 102

2700 NoPT  
119°  
(12.1)

4 NM

IAF  
SUMMR  
N39°44.42'-W95°12.33'  
115.5 STJ 216.5°-18.5  
1159

2700  
(5)

(FAF)  
(BUCOB)  
5 NM from MAP WP  
N39°39.45'-W95°11.60'

MAP  
INEZZ  
N39°34.48'-W95°10.86'  
115.5 STJ 199.2°-26  
1159

MSA INEZZ 25 NM  
3100

TOPEKA  
117.8 TOP  
Chan 125

2700  
019°  
(39.5)

ELEV 1073 Rwy 34 ldg 2798'

165° to  
MAP WP

9L TDZE  
1073

3000 X 48  
1.1% UP

34

4 NM Holding Pattern		SUMMR WP		(BUCOB) 5 NM from MAP WP		2000	2700	SUMMR
2700 ← 345°		2700 → 165°		2700		165°		INEZZ MAP WP
		5 NM		3.5 NM		1.5		
CATEGORY	A	B	C	D				
S-16	1560-1	487 (500-1)	NA					
CIRCLING	1600-1	527 (600-1)	NA					

LRL Rwy 16-34 **0**

VOR/DME RBA <b>108.2</b> Chan <b>19</b>	APP CRS <b>142°</b>	Rwy Idg TDZE Apt Elev	<b>3000</b> <b>1073</b> <b>1073</b>
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VOR/DME RWY 16  
ATCHISON/AMELIA EARHART (K59)

**A** NA Use Kansas City Intl altimeter setting.

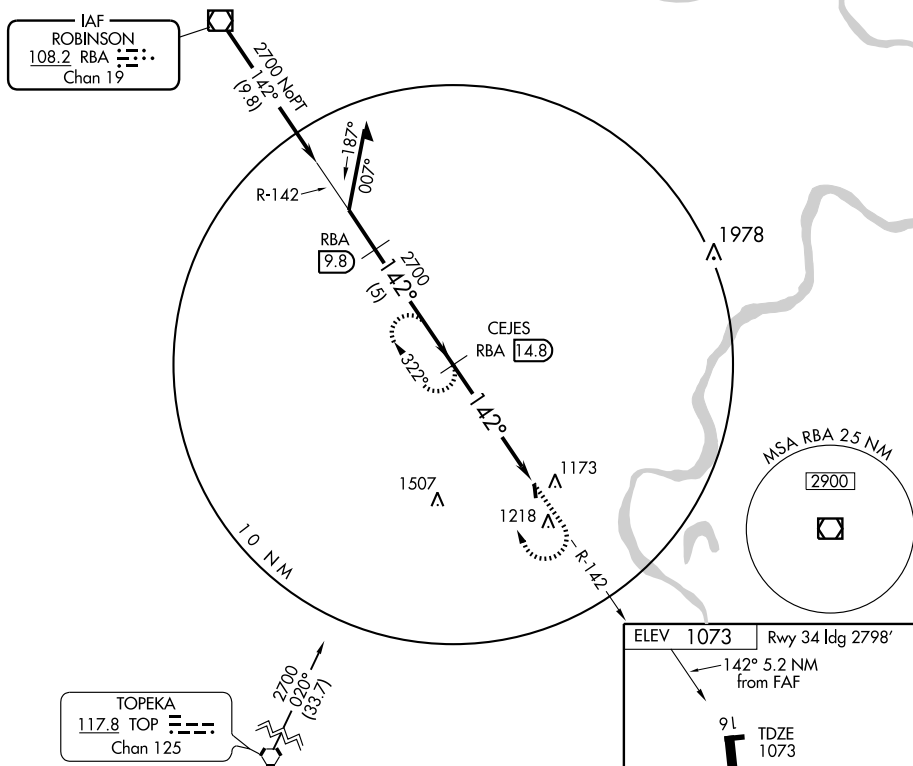
**MISSED APPROACH:** Climb to 2000 then climbing right turn to 2700 via RBA R-142 to CEJES/RBA 14.8 DME and hold.

AWOS-3  
123,675

ST. JOSEPH APP CON ★  
120.35 360.8

CLNC DEL  
118.1

UNICOM  
122.8 (CTAF) **L**



Remain  
within 10 NM

2700

TOPEKA  
117.8 TOP       
Chan 125

CEJES  
RBA 14.8

2700  
RBA R-142

CEJES

RBA  
19.8

ELEV 1

Rwy 34 |dg 2798'

42° 5.2 NM  
from FAF

TDZE  
1073

3000 X 400

ג.י.

URL Rwy 16-34 **L**

CATEGORY	A	B	C	D
S-16	1540-1	467 (500-1)	NA	
CIRCLING	1600-1	527 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

ATCHISON, KANSAS

Orig 08213

ATCHISON/AMELIA EARHART (K59)

VOR/DME RWY 16

39°34'N-95°11'W

NC-2. 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

**ATWOOD—RAWLINS CO CITY—CO** (ADT) 2 N UTC-6(-5DT) N39°50.40' W101°02.55'

WICHITA

2991 B FUEL 100LL NOTAM FILE ICT

H-5B, L-10G

RWY 16-34: H4999X75 (ASPH) S-12.5, D-12.5 MIRL 1.3% up NW

IAP

RWY 34: Tree.

RWY 17-35: 2442X75 (TURF)

RWY 03-21: 2400X100 (TURF)

RWY 03: P-line.

**AIRPORT REMARKS:** Unattended. 24 hr self svc fuel. Rwy 03-21 acute difference in sfc elevation at intersection with Rwy 16-34.

ACTIVATE MIRL Rwy 16-34—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.675 (785) 626-3572.**COMMUNICATIONS:** CTAF/UNICOM 122.7

DENVER CENTER APP/DEP CON 132.5

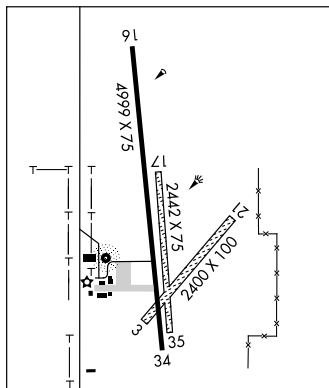
**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.

HAYES CENTER (H) VORTAC 117.7 Chan 124 N40°27.24'

W100°55.42' 177° 37.2 NM to fld. 3010/11E.

NDB (MHW) 365 ADT N39°50.32' W101°02.70' at fld.

NOTAM FILE ICT.

**AUGUSTA MUNI** (3AU) 5 W UTC-6(-5DT) N37°40.30' W97°04.67'

WICHITA

1328 B S4 FUEL 100LL, JET A OX 2 NOTAM FILE ICT

L-101, 15D

RWY 18-36: H4199X60 (ASPH) S-12 MIRL 0.5% up N

IAP

RWY 18: REIL. PAPI(P4L). Bldg.

RWY 36: REIL. VASI(V2L)—GA 3.0' TCH 43'. Rgt t/c.

**AIRPORT REMARKS:** Attended 1200-0400Z+. For svc after hrs call 316-733-1326. PAEW mowing summer months. ACTIVATE MIRL

Rwy 18-36, REIL Rwy 18 and Rwy 36, VASI Rwy 36, PAPI Rwy

18—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

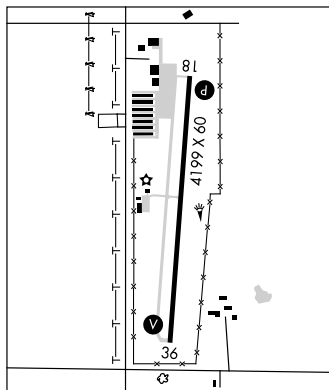
® WICHITA APP/DEP CON 134.8

WICHITA CLNC DEL 125.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

WICHITA (H) VORTACW 113.8 ICT Chan 85 N37°44.72'

W97°35.03' 093° 24.5 NM to fld. 1471/7E. HIWAS.

**BABS** N38°15.10' W98°51.35' NOTAM FILE GBD.

WICHITA

NDB (LOM) 419 GB 350° 5.5 NM to Great Bend Muni.

**BALDWIN CITY****VINLAND VALLEY AERODROME** (K64) 3 N UTC-6(-5DT) N38°50.25' W95°10.93'

KANSAS CITY

890 FUEL 100LL NOTAM FILE ICT

RWY 16-34: 3030X80 (TURF-GRVL) LIRL (NSTD)

RWY 16: Tree. RWY 34: Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2300Z+. Rwy 16-34 NSTD LIRL, first 1,028' S end not lgtd. +61 trees 630' from AER 34, 250' left. ACTIVATE LIRL Rwy 16-34—CTAF.**COMMUNICATIONS:** CTAF 122.9**BEAR CREEK** N37°38.14' W101°44.08'. NOTAM FILE ICT.

WICHITA

NDB (MHW) 341 JHN 168° 3.2 NM to Stanton Co Muni.

L-10G, 15B

**BEECH FACTORY** (See WICHITA)

NDB ADT <b>365</b>	APP CRS <b>170°</b>	Rwy Idg TDZE Apt Elev	<b>4999</b> <b>2991</b> <b>2991</b>
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**NDB RWY 16**

ATWOOD-RAWLINS COUNTY CITY-COUNTY (ADT)

**NA** Visibility reduction by helicopters NA. Use Mc Cook alimeter setting, when not received; use Goodland alimeter setting and increase all MDA 80 feet, increase S-16 and Circling Cats A/C/D visibility ¼ mile. Circling NA to Rwy 17 and 35, and Rwy 3 and 21.

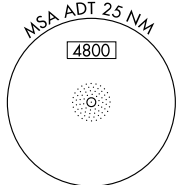
**MISSED APPROACH:** Climbing right turn to 5000 in ADT NDB holding pattern.

MC COOK ASOS  
**119.025**

AWOS-3  
**118.675**

DENVER CENTER  
**132.5 379.15**

UNICOM  
**122.7 (CTAF) 0**



HAYES CENTER  
117.7 HCT  
Chan 124

5000  
178°  
(37.3)

5000  
216°  
(30.2)

McCOOK  
115.3 MCK  
Chan 100

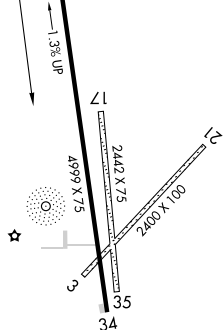
3715

3545

HILL CITY  
113.7 HLC  
Chan 84

ELEV 2991

170° to  
ADT NDB  
TDZE  
2991



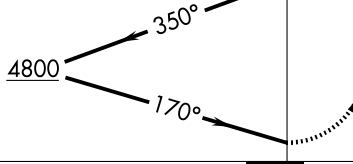
MIRL Rwy 16-34 **0**

Remain  
within 10 NM

NDB

5000

ADT



CATEGORY	A	B	C	D
S-16	3820-1 829 (900-1)	3820-1¼ 829 (900-1¼)	3820-2½ 829 (900-2½)	3820-2¾ 829 (900-2¾)
CIRCLING	3820-1 829 (900-1)	3820-1¼ 829 (900-1¼)	3820-2½ 829 (900-2½)	3820-2¾ 829 (900-2¾)

ATWOOD, KANSAS  
Amdt 2 29JUL10

ATWOOD-RAWLINS COUNTY CITY-COUNTY (ADT)  
39°50'N - 101°03'W  
**NDB RWY 16**

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

WAAS CH <b>78118</b> <b>W16A</b>	APP CRS <b>164°</b>	Rwy Idg <b>4999</b> TDZE <b>2991</b> Apt Elev <b>2991</b>
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## RNAV (GPS) RWY 16

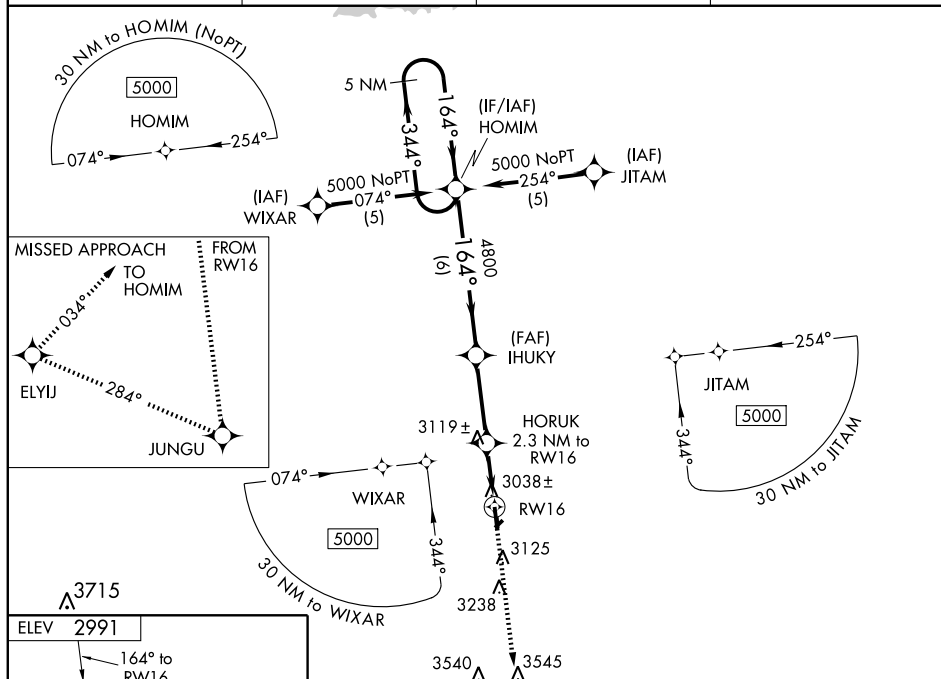
ATWOOD-RAWLINS COUNTY CITY-COUNTY (ADT)

**T** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA.  
**A** NA Use Mc Cook altimeter setting, when not received; use Goodland altimeter setting  
 and increase all DA 62 feet and all MDA 80 feet, increase LPV all Cats,  
 LNAV/VNAV all Cats, LNAV Cat D and Circling Cats C and D visibility ¼ mile.  
 Circling NA to Rwyts 17 and 35, and Rwyts 3 and 21.

**MISSED APPROACH:** Climb to 5000  
direct JUNGU and right turn on track  
284° to ELYIJ and right turn on track  
034° to HOMIM and hold.

MC COOK ASOS  
**119.025**

AWOS-3  
118.675

DENVER CENTER  
132.5 379.15UNICOM  
122.7 (CTAF) **L**

^3715

ELEV 2991

164° to  
PW16

91 TDZE

2991

-1.3%

UP

24427  
4999

9X75







35

34

MIRL Rwy 16-34 **L**

ATWOOD, KANSAS

Orig 29JUL10

5 NM Holding Pattern														
5000		← 344°		164° →		764°		4800		IHUKY		* LNAV only		
GS 3.00° TCH 40				4800		* 3760		HORUK 2.3 NM to RW16		RW16				
		6 NM		3.2 NM		2.3 NM								
CATEGORY	A	B		C		D								
LPV DA	3368-1¼		377 (400-1¼)											
LNAV/ VNAV DA	3435-1½		444 (500-1½)											
LNAV MDA	3500-1	509 (600-1)		3500-1½		509 (600-1½)								
CIRCLING	3620-1	629 (700-1)		3620-1¾ 629 (700-1¾)		3720-2¼ 729 (800-2¼)								

ATWOOD, KANSAS

Orig 29JUL10

ATWOOD-RAWLINS COUNTY CITY-COUNTY (ADT)

39°50'N - 101°03'W

RNAV (GPS) RWY 16

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010



**ATWOOD—RAWLINS CO CITY—CO** (ADT) 2 N UTC-6(-5DT) N39°50.40' W101°02.55'

WICHITA

2991 B FUEL 100LL NOTAM FILE ICT

H-5B, L-10G

RWY 16-34: H4999X75 (ASPH) S-12.5, D-12.5 MIRL 1.3% up NW

IAP

RWY 34: Tree.

RWY 17-35: 2442X75 (TURF)

RWY 03-21: 2400X100 (TURF)

RWY 03: P-line.

**AIRPORT REMARKS:** Unattended. 24 hr self svc fuel. Rwy 03-21 acute difference in sfc elevation at intersection with Rwy 16-34.

ACTIVATE MIRL Rwy 16-34—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.675 (785) 626-3572.**COMMUNICATIONS:** CTAF/UNICOM 122.7

DENVER CENTER APP/DEP CON 132.5

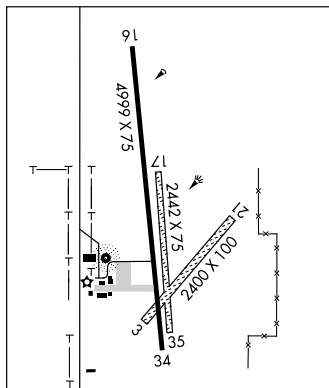
**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.

HAYES CENTER (H) VORTAC 117.7 Chan 124 N40°27.24'

W100°55.42' 177° 37.2 NM to fld. 3010/11E.

NDB (MHW) 365 ADT N39°50.32' W101°02.70' at fld.

NOTAM FILE ICT.

**AUGUSTA MUNI** (3AU) 5 W UTC-6(-5DT) N37°40.30' W97°04.67'

WICHITA

1328 B S4 FUEL 100LL, JET A OX 2 NOTAM FILE ICT

L-101, 15D

RWY 18-36: H4199X60 (ASPH) S-12 MIRL 0.5% up N

IAP

RWY 18: REIL. PAPI(P4L). Bldg.

RWY 36: REIL. VASI(V2L)—GA 3.0' TCH 43'. Rgt tfc.

**AIRPORT REMARKS:** Attended 1200-0400Z+. For svc after hrs call 316-733-1326. PAEW mowing summer months. ACTIVATE MIRL

Rwy 18-36, REIL Rwy 18 and Rwy 36, VASI Rwy 36, PAPI Rwy

18—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

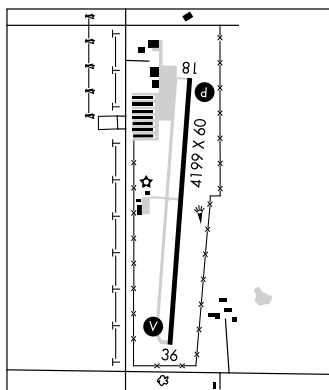
® WICHITA APP/DEP CON 134.8

WICHITA CLNC DEL 125.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

WICHITA (H) VORTACW 113.8 ICT Chan 85 N37°44.72'

W97°35.03' 093° 24.5 NM to fld. 1471/7E. HIWAS.

**BABSY** N38°15.10' W98°51.35' NOTAM FILE GBD.

WICHITA

NDB (LOM) 419 GB 350° 5.5 NM to Great Bend Muni.

**BALDWIN CITY****VINLAND VALLEY AERODROME** (K64) 3 N UTC-6(-5DT) N38°50.25' W95°10.93'

KANSAS CITY

890 FUEL 100LL NOTAM FILE ICT

RWY 16-34: 3030X80 (TURF-GRVL) LIRL (NSTD)

RWY 16: Tree. RWY 34: Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2300Z+. Rwy 16-34 NSTD LIRL, first 1,028' S end not lgtd. +61 trees 630' from AER 34, 250' left. ACTIVATE LIRL Rwy 16-34—CTAF.**COMMUNICATIONS:** CTAF 122.9**BEAR CREEK** N37°38.14' W101°44.08'. NOTAM FILE ICT.

WICHITA

NDB (MHW) 341 JHN 168° 3.2 NM to Stanton Co Muni.

L-10G, 15B

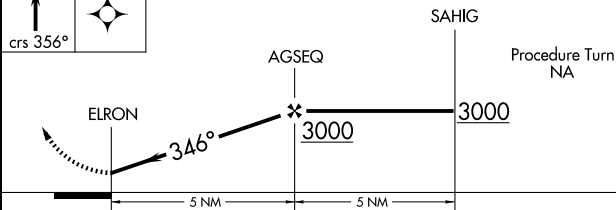
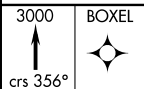
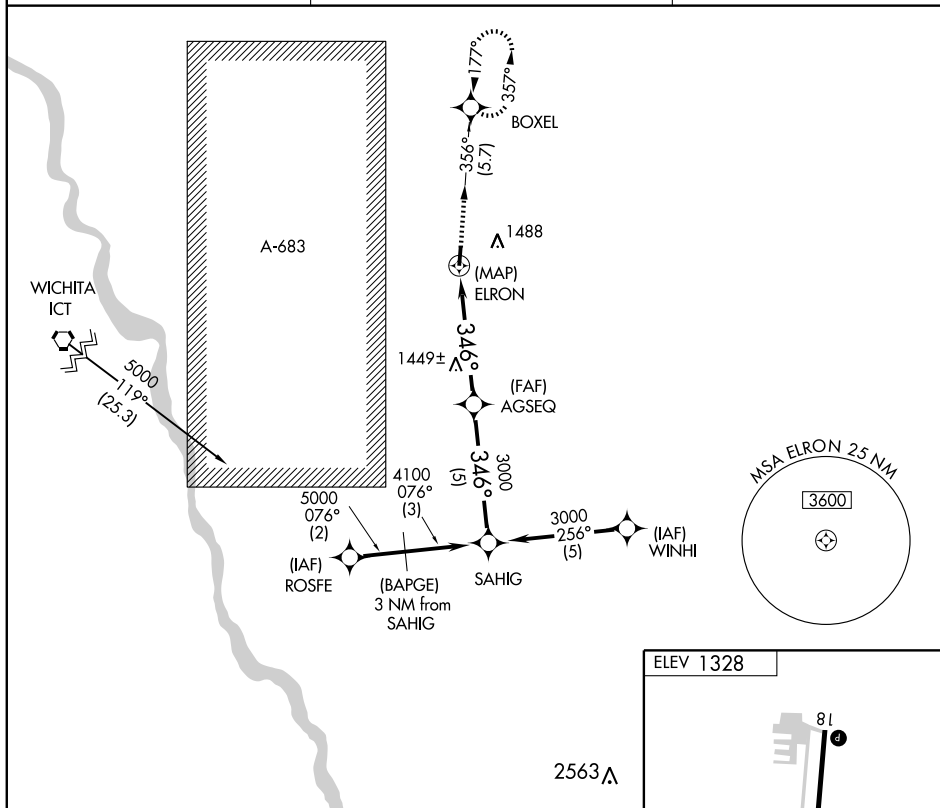
**BEECH FACTORY** (See WICHITA)

APP CRS  
**346°**Rwy Idg **4199**  
TDZE **1319**  
Apt Elev **1328****GPS RWY 36**  
AUGUSTA MUNI (3A0)

NA

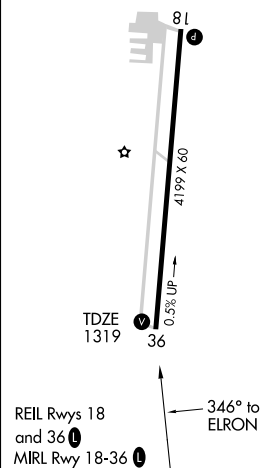
Use Wichita altimeter setting.

MISSED APPROACH: Climb to 3000 via 356° course to BOXEL WP and hold.

WICHITA APP CON  
**134.8 269.1**CLNC DEL  
**125.0**UNICOM  
**122.8 (CTAF)**

CATEGORY	A	B	C	D
S-36	1740-1	421 (500-1)	1740-1¼ 421 (500-1¼)	NA
CIRCLING	1880-1	552 (600-1)	1880-1½ 552 (600-1½)	NA

ELEV 1328

REIL Rwy 18  
and 36  
MIRL Rwy 18-36346° to  
ELRON

VORTAC ICT <b>113.8</b> Chan <b>85</b>	APP CRS <b>273°</b>	Rwy Idg TDZE Apt Elev <b>1328</b>	<b>N/A</b> <b>N/A</b>
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**VOR or GPS-A**  
AUGUSTA MUNI (3A U)

▼  
▲ NA Use Wichita altimeter setting.

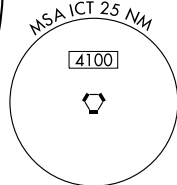
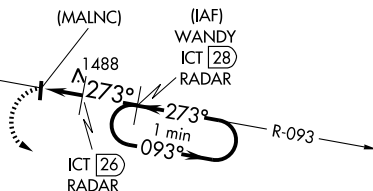
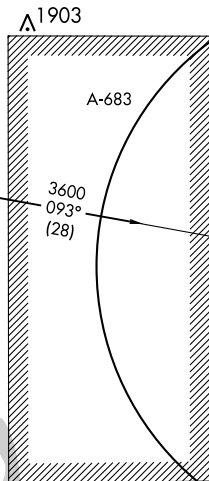
MISSED APPROACH: Climbing left turn to 3000 via ICT R-093 to WANDY 28 DME/RADAR and hold.

WICHITA APP CON  
**134.8 269.1**

CLNC DEL  
**125.0**

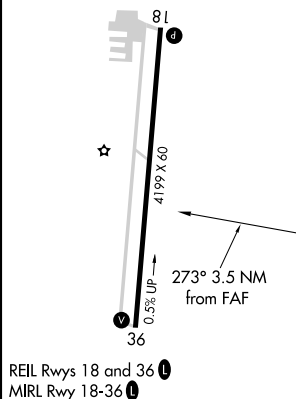
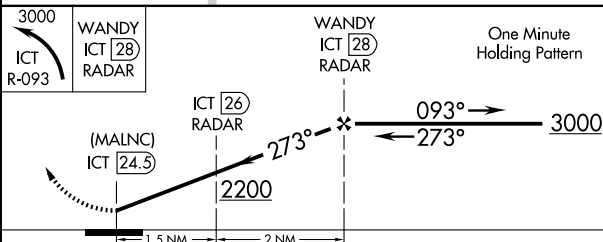
UNICOM  
**122.8 (CTAF) 0**

WICHITA  
113.8 ICT  
Chan 85



ELEV 1328

**DME or RADAR REQUIRED**



CATEGORY	A	B	C	D
CIRCLING	1880-1 552 (600-1)	1880-1¼ 552 (600-1¼)	1880-1½ 552 (600-1½)	NA

FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

AUGUSTA, KANSAS

Orig-A 01JUL10

37°40'N - 97°05'W

AUGUSTA MUNI (3A U)  
**VOR or GPS-A**

NC-2, 23 SEP 2010 to 21 OCT 2010

**BELLEVILLE MUNI** (RPB) 1 W UTC-6(-5DT) N39°49.07' W97°39.58'

1537 B FUEL 100LL NOTAM FILE ICT

RWY 18-36: H3500X60 (ASPH) S-12.5, D-18 MIRL 0.4 % up S

RWY 18: PAPI(P2L)—GA 3.0° TCH 41'. Railroad.

RWY 36: PAPI(P2L)—GA 3.0° TCH 41'. Tree.

RWY 14-32: 1415X100 (TURF)

RWY 14: Tree.

RWY 32: Trees.

**AIRPORT REMARKS:** Unattended. For fuel or transportation (avbl 24 hours) ctc police dispatcher on 785-527-5657. Occasional ultralight activity on and in vicinity of arpt. Rwy 14-32 rough in spots and some small rodent holes. Rwy 14 approach delineated by yellow painted cones. Rwy 32 approach delineated by orange painted markers.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

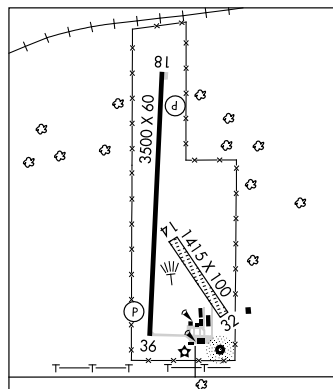
MANKATO RCO 122.1R 109.8T (WICHITA RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

MANKATO (L) VORTAC 109.8 TKO Chan 35 N39°48.38'

W98°15.60' 078° 27.8 NM to fld. 1880/10E.

REPUBLICAN NDB (MHW) 414 RPB N39°48.79' W97°39.50' at fld.



WICHITA  
L-101  
IAP

## BELOIT

**MORITZ MEM** (K61) 1 NW UTC-6(-5DT) N39°28.27' W98°07.73'

1416 B S4 FUEL 100LL, JET A NOTAM FILE ICT

RWY 17-35: H3610X60 (CONC) S-30, D-30 MIRL

RWY 17: VASI(V2L)—GA 3.25° TCH 26'. Antenna.

RWY 35: VASI(V2L)—GA 3.25° TCH 31'. Trees.

RWY 04-22: 2381X110 (TURF)

RWY 04: Tree.

RWY 22: Trees.

RWY 08-26: 1650X90 (TURF) 0.4% up E

RWY 26: Tower

**AIRPORT REMARKS:** Attended Mon-Sat 1400-0000Z±. For fuel after hrs call 785-738-7437. Credit card fueling is avbl 24 hrs. Jet A avbl 24 hrs with credit card. Rwy 04-22 and Rwy 08-26 marked with red and white painted 'L' markers at each end with additional reflector raised panels. Radio controlled aircraft operations on and invof arpt weekends and holidays. Rwy 17 and Rwy 35 VASI OTS indef.

**WEATHER DATA SOURCES:** AWOS-3 118.225 (785) 534-1141.

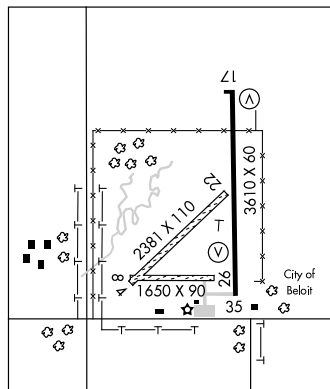
**COMMUNICATIONS:** CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 134.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

MANKATO (L) VORTAC 109.8 TKO Chan 35 N39°48.38'

W98°15.60' 153° 21.0 NM to fld. 1880/10E.



WICHITA  
L-10H  
IAP





VORTAC TKO <b>109.8</b> Chan <b>35</b>	APP CRS <b>078°</b>	Rwy Idg TDZE Apt Elev <b>1537</b>	<b>N/A</b> <b>N/A</b>
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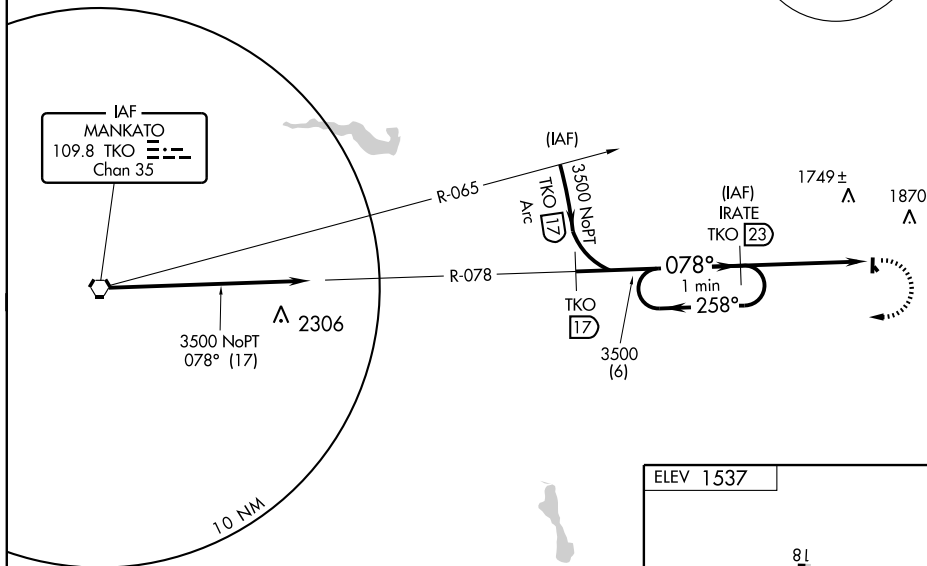
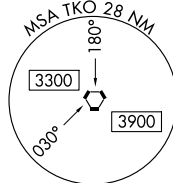
**VOR/DME-A**  
BELLEVILLE MUNI (RPB)

**▲** NA Use Concordia altimeter setting.

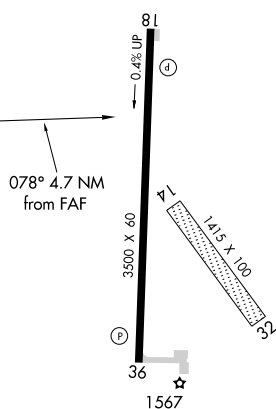
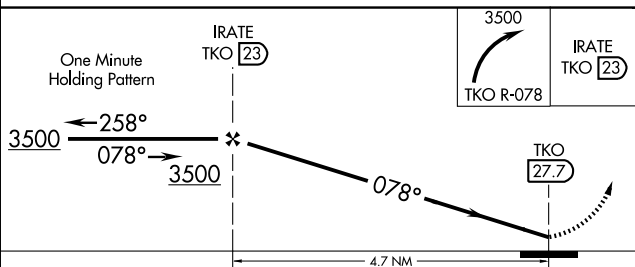
MISSED APPROACH: Climbing right turn to 3500 via TKO R-078 to IRATE and hold.

WICHITA RADIO  
**122.1R**

UNICOM  
**122.8** (CTAF)



ELEV 1537



CATEGORY	A	B	C	D
CIRCLING	2060-1 523 (600-1)	2060-1¼ 523 (600-1¼)	2060-1½ 523 (600-1½)	NA

MIRL Rwy 18-36

BELLEVILLE, KANSAS

Amdt 3B 09127

39°49'N-97°40'W

BELLEVILLE MUNI (RPB)  
**VOR/DME-A**

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

**BELLEVILLE MUNI** (RPB) 1 W UTC-6(-5DT) N39°49.07' W97°39.58'

1537 B FUEL 100LL NOTAM FILE ICT

RWY 18-36: H3500X60 (ASPH) S-12.5, D-18 MIRL 0.4 % up S

RWY 18: PAPI(P2L)—GA 3.0° TCH 41'. Railroad.

RWY 36: PAPI(P2L)—GA 3.0° TCH 41'. Tree.

RWY 14-32: 1415X100 (TURF)

RWY 14: Tree.

RWY 32: Trees.

**AIRPORT REMARKS:** Unattended. For fuel or transportation (avbl 24 hours) ctc police dispatcher on 785-527-5657. Occasional ultralight activity on and in vicinity of arpt. Rwy 14-32 rough in spots and some small rodent holes. Rwy 14 approach delineated by yellow painted cones. Rwy 32 approach delineated by orange painted markers.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

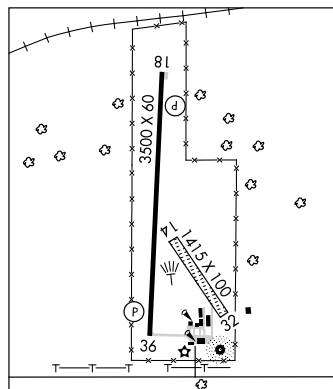
MANKATO RCO 122.1R 109.8T (WICHITA RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

MANKATO (L) VORTAC 109.8 TKO Chan 35 N39°48.38'

W98°15.60' 078° 27.8 NM to fld. 1880/10E.

REPUBLICAN NDB (MHW) 414 RPB N39°48.79' W97°39.50' at fld.



WICHITA  
L-101  
IAP

## BELOIT

**MORITZ MEM** (K61) 1 NW UTC-6(-5DT) N39°28.27' W98°07.73'

1416 B S4 FUEL 100LL, JET A NOTAM FILE ICT

RWY 17-35: H3610X60 (CONC) S-30, D-30 MIRL

RWY 17: VASI(V2L)—GA 3.25° TCH 26'. Antenna.

RWY 35: VASI(V2L)—GA 3.25° TCH 31'. Trees.

RWY 04-22: 2381X110 (TURF)

RWY 04: Tree.

RWY 22: Trees.

RWY 08-26: 1650X90 (TURF) 0.4% up E

RWY 26: Tower

**AIRPORT REMARKS:** Attended Mon-Sat 1400-0000Z±. For fuel after hrs call 785-738-7437. Credit card fueling is avbl 24 hrs. Jet A avbl 24 hrs with credit card. Rwy 04-22 and Rwy 08-26 marked with red and white painted 'L' markers at each end with additional reflector raised panels. Radio controlled aircraft operations on and in/ov arpt weekends and holidays. Rwy 17 and Rwy 35 VASI OTS indef.

**WEATHER DATA SOURCES:** AWOS-3 118.225 (785) 534-1141.

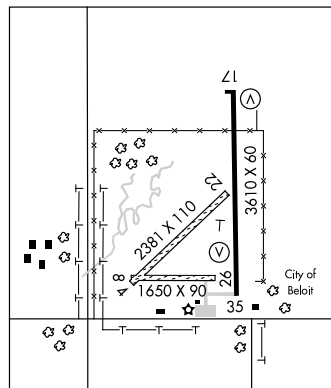
**COMMUNICATIONS:** CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 134.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

MANKATO (L) VORTAC 109.8 TKO Chan 35 N39°48.38'

W98°15.60' 153° 21.0 NM to fld. 1880/10E.



WICHITA  
L-10H  
IAP



APP CRS **174°**  
Rwy Idg **3610**  
TDZE **1416**  
Apt Elev **1416**

# RNAV (GPS) RWY 17

BELOIT/MORITZ MEMORIAL (K61)

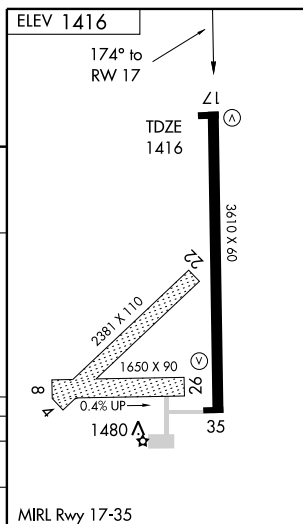
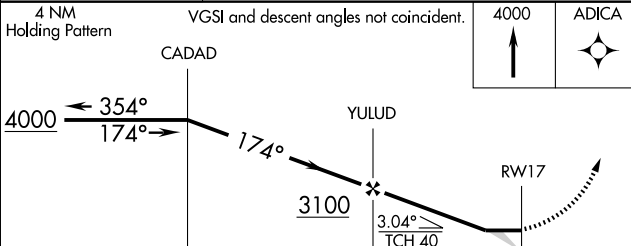
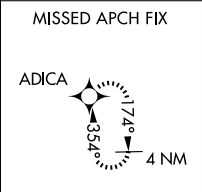
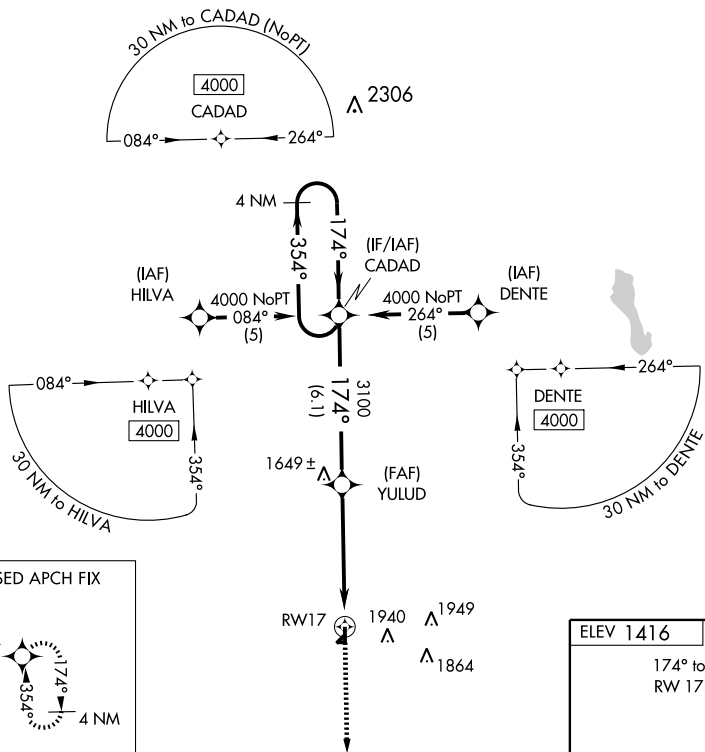
**NA** Circling to Rwy 26 NA at night. DME/DME RNP-0.3 NA.  
Use Blosser Muni altimeter setting. When not received,  
use Salina Muni altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to  
4000 direct ADICA and hold.

AWOS-3  
**118.225**

KANSAS CITY CENTER  
**134.9 363.2**

UNICOM  
**122.8** (CTAF)



CATEGORY	A	B	C	D
LNNAV MDA	1980-1	564 (600-1)	NA	NA
CIRCLING	1980-1	564 (600-1)	NA	NA

APP CRS	Rwy Idg	<b>3610</b>
<b>354°</b>	TDZE	<b>1416</b>
	Apt Elev	<b>1416</b>

**RNAV (GPS) RWY 35**

BELOIT/MORITZ MEMORIAL (K61)

**NA** Circling to Rwy 26 NA at night. DME/DME RNP-0.3 NA.  
Use Blosser Muni altimeter setting; when not received, use  
Salina Muni altimeter setting and increase all MDA 80 feet.

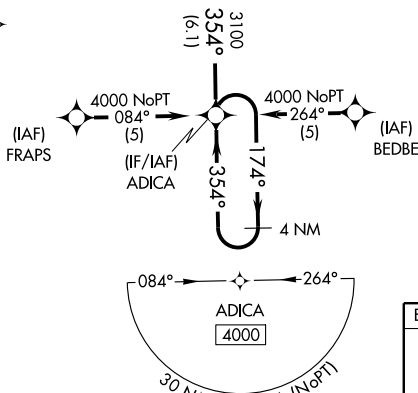
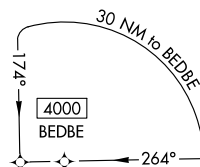
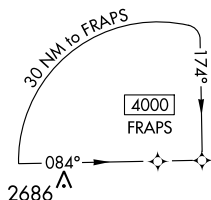
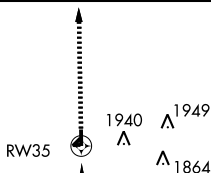
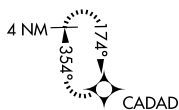
MISSED APPROACH: Climb to  
4000 direct CADAD and hold.

AWOS-3  
**118.225**

KANSAS CITY CENTER  
**134.9 363.2**

UNICOM  
**122.8** (CTAF)

MISSED APCH FIX

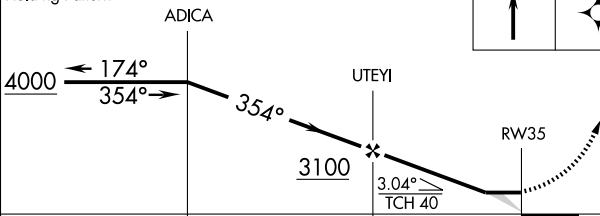


4 NM  
Holding Pattern

VGSI and descent angles not coincident.

4000

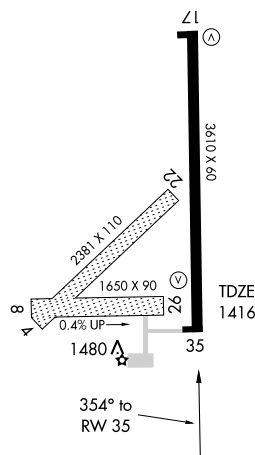
CADAD



CATEGORY	A	B	C	D
RNAV MDA	1920-1	504 (600-1)		NA
CIRCLING	1940-1	524 (600-1)		NA

ELEV 1416

MIRL Rwy 17-35



VORTAC TKO	APP CRS	Rwy Idg	3610
109.8	153°	TDZE	1416
Chan 35		Apt Elev	1416

VOR/DME RWY 17  
BELOIT/MORITZ MEMORIAL (K61)

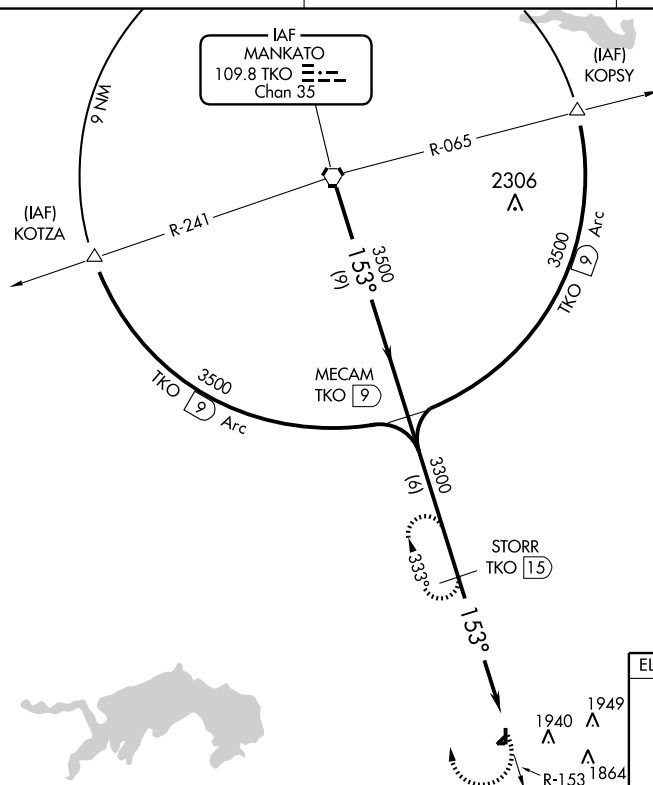
**T** Use Blosser Muni altimeter setting, when not received use  
**A** NA Salina Muni altimeter setting and increase all MDA 80  
 feet, increase S-17 and circling Cat C visibility ¼ mile.

**MISSED APPROACH:** Climb to 2800 then climbing right turn to 3300 via heading 020° and TKO R-153 to STORR 15 DME and hold.

AWOS-3  
118.225

KANSAS CITY CENTER  
134.9 363.2

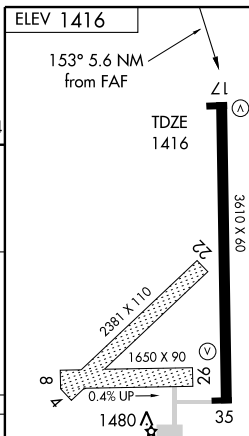
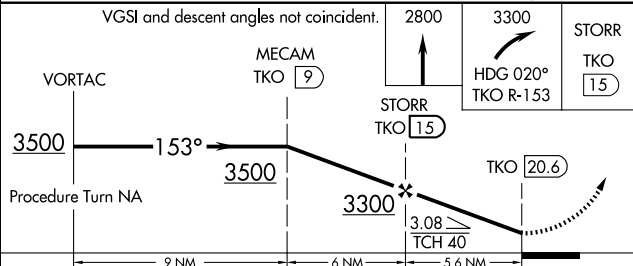
UNICOM  
122.8 (CTAF)



Procedure NA for arrivals on TKO  
vortac airway radials 140 CW 210.



VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
S-17	2180-1 764 (800-1)	2180-1¼ 764 (800-1¼)	2180-2¼ 764 (800-2¼)	NA
CIRCLING	2180-1 764 (800-1)	2180-1¼ 764 (800-1¼)	2340-2¼ 924 (1000-2¾)	NA

MIRL Rwy 17-35

BELOIT, KANSAS  
Amdt 4 09239

39°28'N-98°08'W

BELOIT/MORITZ MEMORIAL (K61)  
VOR/DME RWY 17

NC-2. 23 SEP 2010 to 21 OCT 2010

## BENTON

**LLOYD STEARMAN FLD** (1K1) 1 SW UTC-6(-5DT) N37°46.51' W97°06.80'

WICHITA  
L-101, 15D  
IAP

1364 S4 FUEL 100LL, JET A NOTAM FILE ICT

RWY 17-35: H4600X60 (ASPH) MIRL 0.7% up NW

RWY 17: TRCV(TRIL)—GA 4.0° TCH 35'. Thld displcd 250'. Rgt tfc.

RWY 35: TRCV(TRIL)—GA 4.0° TCH 31'.

**AIRPORT REMARKS:** Attended Mon-Sat 1500-2300Z±. Fuel 24 hr credit card. Warbird, antique and helicopter ops on and invof arpt. Numerous activity third Sat of every month due to fly-ins. Uncontrolled vehicle traffic invof hangers on twys. Ultralight acft PPR. For assistance after hrs call 316-648-0132 or numbers posted at FBO. PAEW Rwy 17-35. Turf operations west of runway.

**COMMUNICATIONS:** CTAF/UNICOM 123.075

® WICHITA APP/DEP CON 134.8 CLNC DEL 125.0

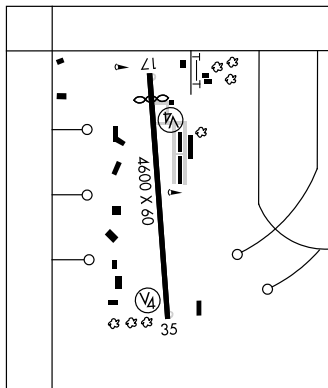
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

WICHITA (H) VORTACW 113.8 ICT Chan 85 N37°44.72'

W97°35.03' 078° 22.5 NM to fld. 1471/7E.

HIWAS.

**COMM/NAV/WEATHER REMARKS:** For clearance delivery etc WICHITA APP/CON on frequency 125.0 or call 316-946-0064.



**BILOY** N39°07.22' W95°41.23' NOTAM FILE TOP.

KANSAS CITY  
L-101

NDB (MHW/LOM) 521 TO 131° 4.3 NM to Philip Billard Muni. Unmonitored.

## BIRD CITY

**BRESSLER FLD** (5K0) 1 SW UTC-6(-5DT) N39°44.55' W101°33.34'

WICHITA

3489 B NOTAM FILE ICT

RWY 08-26: 3460X70 (TURF)

RWY 08: Road. Rgt tfc RWY 26: Road.

RWY 17-35: 2270X75 (TURF)

RWY 17: Road. RWY 35: Road.

**AIRPORT REMARKS:** Attended Apr-Sep daigt hours, Oct-Mar unattended. During Oct-Mar call 785-734-2631 for arpt conditions. Rotating bcn OTS indef.

**COMMUNICATIONS:** CTAF 122.9

**BLOSSER MUNI** (See CONCORDIA)

**BOYD** N38°17.98' W95°43.30' NOTAM FILE ICT.

KANSAS CITY  
L-101, 15E

NDB (MHW) 245 UKL at Coffey Co. Unmonitored 0000-1400Z±. NDB unusable byd 13 NM.

**BRESSLER FLD** (See BIRD CITY)

**BUCKLIN** (8K0) 1 SW UTC-6(-5DT) N37°32.75' W99°38.51'

WICHITA

2418 NOTAM FILE ICT

RWY 18-36: 2560X150 (TURF)

RWY 18: Pole. RWY 36: Road.

**AIRPORT REMARKS:** Unattended.

**COMMUNICATIONS:** CTAF 122.9

APP CRS **172°**  
Rwy Idg **4350**  
TDZE **1364**  
Apt Elev **1364**

# RNAV (GPS) RWY 17

BENTON/LLOYD STEARMAN FIELD (1K1)

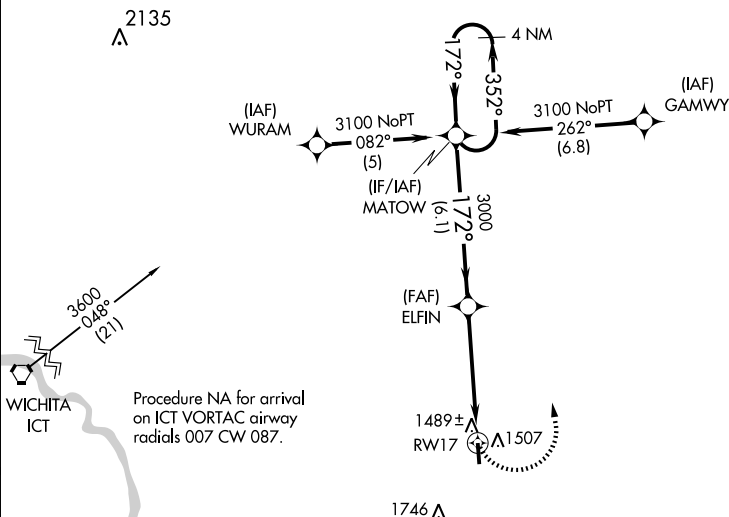
**V** DME/DME RNP-0.3 NA. Use Wichita Mid-Continent  
**A** NA altimeter setting.

MISSED APPROACH: Climbing left turn to 3100 direct  
MATOW and hold.

WICHITA APP CON  
**134.8 269.1**

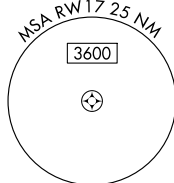
CLNC DEL  
**125.0**

UNICOM  
**123.075** (CTAF)



ELEV 1364

172° to  
RWY 17



4 NM  
Holding Pattern

MATOW

VGSI and descent  
angles not coincident.

3100

MATOW

3100

352°

172°

172°

ELFIN

3000

3.04°

TCH 35

RWY 17

6.1 NM

5 NM

CATEGORY

A

B

C

D

LNAV MDA

1800-1

436 (500-1)

1800-1¼

436 (500-1¼)

NA

CIRCLING

1920-1

556 (600-1)

1920-1½

556 (600-1½)

NA

**BURLINGTON****COFFEY CO**

(UKL) 7 N UTC-6(-5DT) N38°18.15' W95°43.50'

1174 B S4 FUEL 100LL, JET A NOTAM FILE ICT

RWY 18-36: H5500X75 (CONC) S-30 MIRL

RWY 18: PAPI (P4L). Tree.

RWY 36: PAPI(P4L).

**AIRPORT REMARKS:** Attended Apr-Oct 1400-0200Z†, Nov-Mar 1400-0000Z†. Arpt unattended Christmas day. Wildlife on and invof arpt. Ultralight activity on and in vicinity of arpt. MIRL Rwy 18-36 opr dusk-0400Z†. After 0400Z† ACTIVATE MIRL Rwy 18-36 and PAPI Rwy 18 and Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 121.125 (620) 364-2435.**COMMUNICATIONS:** CTAF/UNICOM 123.0

KANSAS CITY CENTER APP/DEP CON 127.725

**RADIO AIDS TO NAVIGATION:** NOTAM FILE EMP.

EMPORIA (L) VORTACW 112.8 EMP Chan 75 N38°17.47'

W96°08.29' 080° 19.5 NM to fld. 1220/8E. HIWAS.

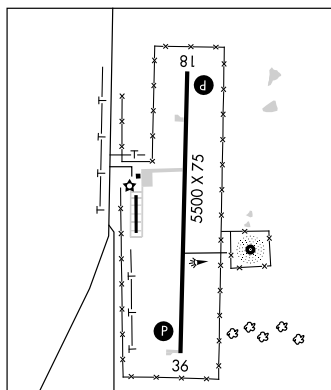
BOYD NDB (MHW) 245 UKL N38°17.99' W95°43.29' at fld.

NOTAM FILE ICT. Unmonitored 0000-1400Z†. NDB unusable byd 13 NM.

KANSAS CITY

H-5C, L-101, 15E

IAP

**CALDWELL MUNI**

(Ø1K) 1 E UTC-6(-5DT) N37°02.20' W97°35.13'

WICHITA

1157 NOTAM FILE ICT

RWY 17-35: 2460X110 (TURF) LIRL

RWY 17: Road.

RWY 35: Road.

**AIRPORT REMARKS:** Unattended. Rwy 17 has a 3' ditch off end of rwy. Landing fee to commercial users only.**COMMUNICATIONS:** CTAF 122.9**CAPTAIN JACK THOMAS/EL DORADO**

(See EL DORADO)

**CAVALRY**

N39°01.56' W96°47.67'. NOTAM FILE FRI.

KANSAS CITY

NDB (MHW) 314 CVY 035° 2.1 NM to Marshall AAF. NDB unmonitored Sat-Mon 0530-1400Z† and holidays.

L-101

**CEDAR AIR PARK**

(See OLATHE)

**CESSNA AIRCRAFT FLD**

(See WICHITA)

**CHANUTE MARTIN JOHNSON**

(CNU) 2 SW UTC-6(-5DT) N37°40.13' W95°29.10'

KANSAS CITY

1002 B S2 FUEL 100LL, JET A TPA-1802(800) NOTAM FILE CNU

L-10J, 15E

RWY 18-36: H4255X75 (ASPH) S-12 MIRL 0.5% up S

IAP

RWY 18: PAPI(P2L). Tree.

RWY 36: PAPI(P2L). Thld dspcd 270'. Railroad.

**AIRPORT REMARKS:** Attended Nov-Mar 1400Z†-dusk, Apr-Oct 1400-0000Z†. Birds and wildlife on and invof arpt. Ultralight activity on and invof arpt. Rotating bcn opr dusk-0500Z†. ACTIVATE MIRL Rwy 18-36, PAPI Rwy 18 and Rwy 36—CTAF.

**WEATHER DATA SOURCES:** ASOS 127.075 (620) 431-6781.

**COMMUNICATIONS:** CTAF/UNICOM 122.7.

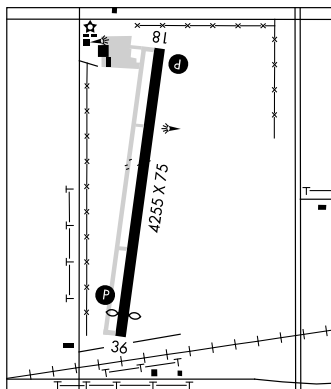
RCO 122.35 (WICHITA RADIO)

KANSAS CITY CENTER APP/DEP CON 132.9

**AIRSPACE:** CLASS E svc 1200-0400Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE CNU.

(L) VORW/DME 109.2 CNU Chan 29 N37°37.57'

W95°35.61' 059° 5.8 NM to fld. 1080/5E.

**CHARLES E. GRUTZMACHER MUNI**

(See ONAGA)

APP CRS <b>175°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>1173</b> <b>1173</b>
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**GPS RWY 18**

BURLINGTON/COFFEY COUNTY (UKL)

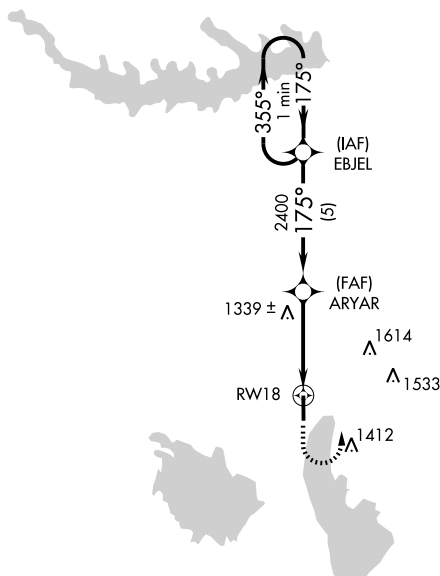
**▲ NA** Obtain local altimeter setting on CTAF; when not received use Emporia altimeter setting. VDP and descent angle/gradient NA with Emporia altimeter setting.

**MISSED APPROACH:** Climb to 2500 then climbing left turn to 3000 direct EBJEL WP and hold.

AWOS-3  
**121.125**

KANSAS CITY CENTER  
**127.725 270.25**

UNICOM  
**123.0 (CTAF) 0**



ELEV 1173

TDZE 1173

81

175° to RWY 18

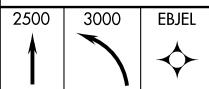
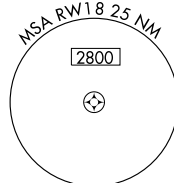
5500 X 7.5

1289 ±

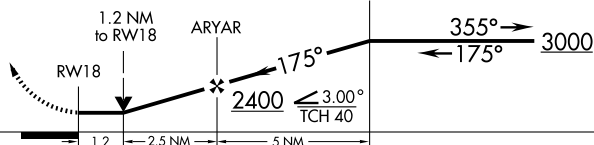
36

MIRL Rwy 18-36 0

1677



One Minute  
Holding Pattern



CATEGORY	A	B	C	D
S-18	1600-1	427 (500-1)	1600-1¼ 427 (500-1¼)	NA
CIRCLING	1620-1 447 (500-1)	1640-1 467 (500-1)	1640-1½ 467 (500-1½)	NA
EMPORIA ALTIMETER SETTING MINIMUMS				
S-18	1660-1	487 (500-1)	1660-1¼ 487 (500-1¼)	NA
CIRCLING	1680-1	507 (600-1)	1680-1½ 507 (600-1½)	NA

APP CRS	Rwy Idg	5500
355°	TDZE	1172
	Apt Elev	1173

GPS RWY 36

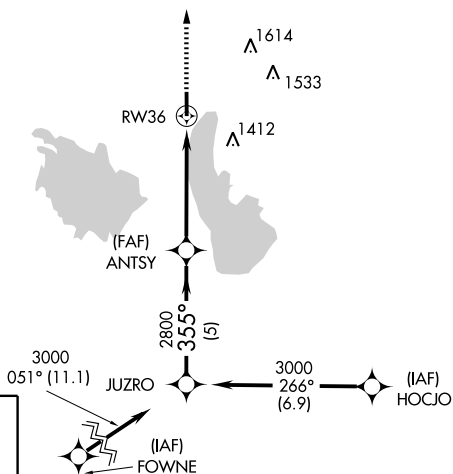
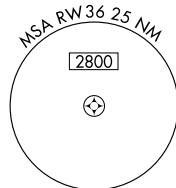
BURLINGTON/COFFEY COUNTY (UKL)

**NA** Obtain local altimeter setting on CTAF; when not received, use Emporia altimeter setting. VDP and descent angle/gradient NA with Emporia altimeter setting.

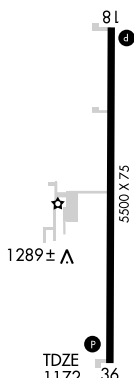
**MISSED APPROACH:** Climb to 3000 direct EBJEL WP and hold.

AWOS-3  
**121.125**

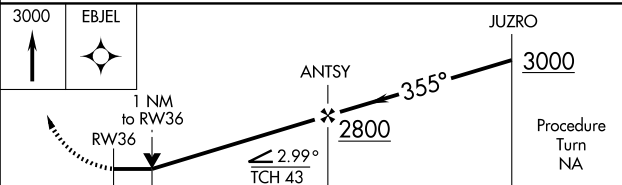
KANSAS CITY CENTER  
127,725 270.25

UNICOM  
123.0 (CTAF) **L** $\Delta$  1685

ELEV 1173

MIRL Rwy 18-36 **L**

Orig 09295

3000 ↑	EBJEL ✦				JIJRO 3000 Procedure Turn NA
CATEGORY	A	B	C	D	
S-36	1540-1 368 (400-1)			NA	
CIRCLING	1620-1 447 (500-1)	1640-1 467 (500-1)	1640-1½ 467 (500-1½)	NA	
EMPORIA ALTITUDE SETTING MINIMUMS					
S-36	1600-1 428 (500-1)		1600-1¼ 428 (500-1¼)	NA	
CIRCLING	1680-1 507 (600-1)		1680-1½ 507 (600-1½)	NA	

BURLINGTON, KANSAS

BURLINGTON/COFFEY COUNTY (UKL)

38°18'N-95°43'W

GPS RWY 36

**NC-2, 23 SEP 2010 to 21 OCT 2010**

NC-2. 23 SEP 2010 to 21 OCT 2010



NDB UKL  
245

APP CRS  
007°

Rwy Idg	<b>5500</b>
TDZE	<b>1172</b>
Apt Elev	<b>1173</b>

NDB RWY 36

BURLINGTON/COFFEY COUNTY (UKL)

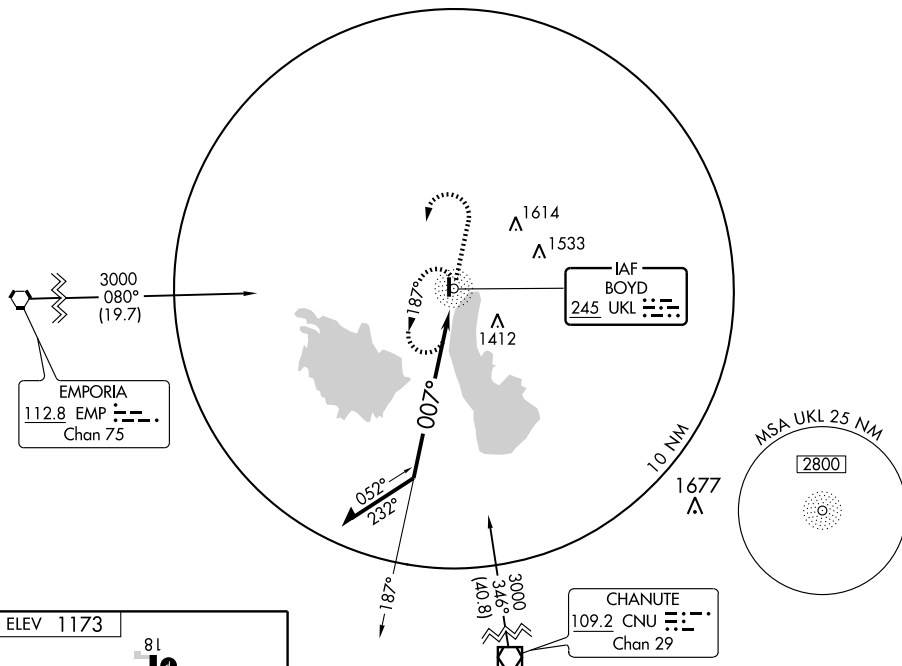
**NA** Obtain local altimeter setting on CTAF; when not received use Emporia altimeter setting.

**MISSED APPROACH:** Climb to 2500 then climbing left turn to 3000 direct UKL NDB and hold.

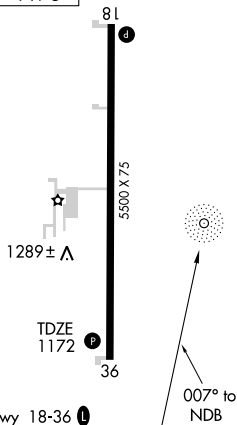
AWOS-3  
**121.125**

KANSAS CITY CENTER  
127.725 270.25

UNICOM  
123.0 (CTAF) **L**



ELEV 1173



Remain  
within 10 NM

NDB

2500

3000

UK

Remain  
within 10 NM

3000

187

007

CATEGORY	A	B	C	D
S-36	1840-1 668 (700-1)	1840-1 $\frac{3}{4}$ 668 (700-1 $\frac{3}{4}$ )	NA	
CIRCLING	1840-1 667 (700-1)	1840-1 $\frac{3}{4}$ 667 (700-1 $\frac{3}{4}$ )	NA	
EMPORIA ALTIMETER SETTING MINIMUMS				
S-36	1900-1 728 (800-1)	1900-2 728 (800-2)	NA	
CIRCLING	1900-1 727 (800-1)	1900-2 727 (800-2)	NA	

BURLINGTON, KANSAS

Amdt 2 09295

BURLINGTON/COFFEY COUNTY (UKL)

38°18'N-95°43'W

NDB RWY 36

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

**BURLINGTON****COFFEY CO**

(UKL) 7 N UTC-6(-5DT) N38°18.15' W95°43.50'

1174 B S4 FUEL 100LL, JET A NOTAM FILE ICT

RWY 18-36: H5500X75 (CONC) S-30 MIRL

RWY 18: PAPI (P4L). Tree.

RWY 36: PAPI(P4L).

AIRPORT REMARKS: Attended Apr-Oct 1400-0200Z†, Nov-Mar

1400-0000Z†. Arpt unattended Christmas day. Wildlife on and

invol arpt. Ultralight activity on and in vicinity of arpt. MIRL Rwy

18-36 opr dusk-0400Z†. After 0400Z† ACTIVATE MIRL Rwy

18-36 and PAPI Rwy 18 and Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 121.125 (620) 364-2435.

COMMUNICATIONS: CTAF/UNICOM 123.0

KANSAS CITY CENTER APP/DEP CON 127.725

RADIO AIDS TO NAVIGATION: NOTAM FILE EMP.

EMPORIA (L) VORTACW 112.8 EMP Chan 75 N38°17.47'

W96°08.29' 080° 19.5 NM to fld. 1220/8E. HIWAS.

BOYD NDB (MHW) 245 UKL N38°17.99' W95°43.29' at fld.

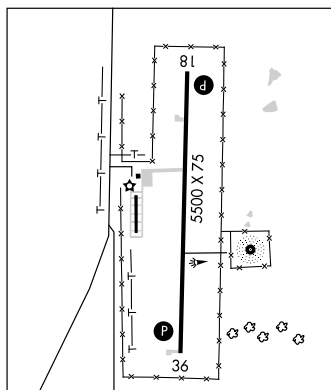
NOTAM FILE ICT. Unmonitored 0000-1400Z†. NDB unusable

byd 13 NM.

KANSAS CITY

H-5C, L-101, 15E

IAP

**CALDWELL MUNI**

(Ø1K) 1 E UTC-6(-5DT) N37°02.20' W97°35.13'

WICHITA

1157 NOTAM FILE ICT

RWY 17-35: 2460X110 (TURF) LIRL

RWY 17: Road.

RWY 35: Road.

AIRPORT REMARKS: Unattended. Rwy 17 has a 3' ditch off end of rwy. Landing fee to commercial users only.

COMMUNICATIONS: CTAF 122.9

**CAPTAIN JACK THOMAS/EL DORADO**

(See EL DORADO)

**CAVALRY**

N39°01.56' W96°47.67'. NOTAM FILE FRI.

KANSAS CITY

NDB (MHW) 314 CVY 035° 2.1 NM to Marshall AAF. NDB unmonitored Sat-Mon 0530-1400Z†

L-101

and holidays.

**CEDAR AIR PARK**

(See OLATHE)

**CESSNA AIRCRAFT FLD**

(See WICHITA)

**CHANUTE MARTIN JOHNSON**

(CNU) 2 SW UTC-6(-5DT) N37°40.13' W95°29.10'

KANSAS CITY

1002 B S2 FUEL 100LL, JET A TPA-1802(800) NOTAM FILE CNU

L-10J, 15E

RWY 18-36: H4255X75 (ASPH) S-12 MIRL 0.5% up S

IAP

RWY 18: PAPI(P2L). Tree.

RWY 36: PAPI(P2L). Thld dspcd 270'. Railroad.

AIRPORT REMARKS: Attended Nov-Mar 1400Z†-dusk, Apr-Oct

1400-0000Z†. Birds and wildlife on and invol arpt. Ultralight

activity on and invol arpt. Rotating bcn opr dusk-0500Z†.

ACTIVATE MIRL Rwy 18-36, PAPI Rwy 18 and Rwy 36—CTAF.

WEATHER DATA SOURCES: ASOS 127.075 (620) 431-6781.

COMMUNICATIONS: CTAF/UNICOM 122.7.

RCO 122.35 (WICHITA RADIO)

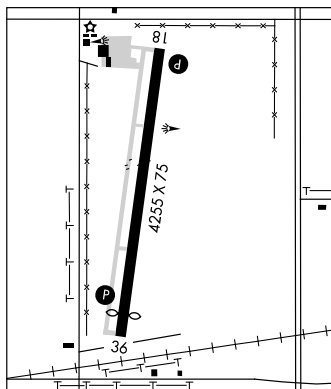
KANSAS CITY CENTER APP/DEP CON 132.9

AIRSPACE: CLASS E svc 1200-0400Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CNU.

(L) VORW/DME 109.2 CNU Chan 29 N37°37.57'

W95°35.61' 059° 5.8 NM to fld. 1080/5E.

**CHARLES E. GRUTZMACHER MUNI**

(See ONAGA)

APP CRS  
**002°**

Rwy Idg **3985**  
TDZE **1002**  
Apt Elev **1002**

# RNAV (GPS) RWY 36

CHANUTE MARTIN JOHNSON (CNU)

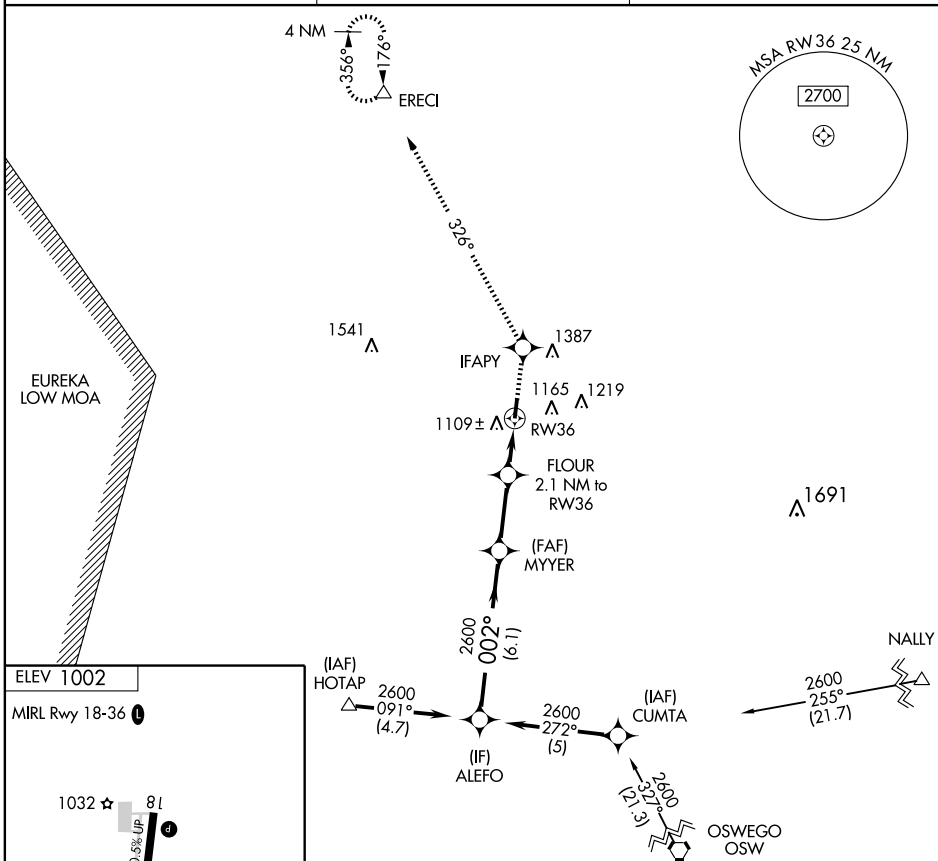
**▽** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** When local altimeter setting not received, use Parsons  
altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2900 direct IFAPY and  
on track 326° to ERECI and hold.

ASOS  
**127.075**

KANSAS CITY CENTER  
**132.9 279.5**

UNICOM  
**122.7 (CTAF) 0**



Procedure  
Turn NA

ALEFO

MYMYR

2900

IFAPY

tr  
326°

ERECI

2600

2600

1700

3.04°

TCH 36

FLOUR

2.1 NM to  
RW36

RW36

6.1 NM

2.7 NM

2.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1400-1	398 (400-1)	NA	NA
CIRCLING	1480-1	478 (500-1)	NA	NA

VOR/DME CNU <b>109.2</b> Chan <b>29</b>	APP CRS <b>059°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1002</b>
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**VOR-A**

CHANUTE MARTIN JOHNSON (CNU)



When local altimeter setting not received, use Parsons  
altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing right turn to  
2800 direct CNU VOR/DME and hold.

ASOS  
**127.075**

KANSAS CITY CENTER  
**132.9 279.5**

UNICOM  
**122.7 (CTAF) 0**

EUREKA  
LOW MOA

MSA CNU 25 NM

**2700**



1541  $\Delta$

MACEZ  
CNU **5.5**

1387  $\Delta$

1165  $\Delta$

1219  $\Delta$

1691  $\Delta$

IAF  
CHANUTE  
**109.2** CNU  $\dashv$   
Chan **29**

059°

239°

R-239

014°

194°

10 NM

ELEV 1002

Remain  
within 10 NM

VOR/DME

239°

059°

**2800**

**2600**

MACEZ  
CNU **5.5**

5.5 NM

2800

CNU



059° 5.5 NM  
from FAF

1032  $\star$

81

Up

0.5%

4255 X 75

36

$\Delta$  1102  $\pm$

1014  $\pm$   $\Delta$

CATEGORY	A	B	C	D
CIRCLING	1480-1	478 (500-1)		NA

MIRL Rwy 18-36 **0**

CHANUTE, KANSAS

Amdt 10 03JUN10

CHANUTE MARTIN JOHNSON (CNU)

37°40'N-95°29'W

**VOR-A**

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

**CHEYENNE CO MUNI** (See ST FRANCIS)**CIMARRON MUNI** (8K8) 2 N UTC-6(-5DT) N37°49.83' W100°21.03'

WICHITA

2752 B NOTAM FILE ICT

RWY 01-19: H2800X32 (ASPH) LIRL

RWY 01: Thld dsplcd 170'. Road.

RWY 19: Thld dsplcd 280'.

RWY 11-29: 2450X50 (TURF)

RWY 11: P-line.

**AIRPORT REMARKS:** Unattended. Rwy 11-29 turf is rough and uneven with low spots. Rwy 01-19 NSTD markings; no numbers at thlds and rwy centerline stripe is nstd due to spacing; dsplcd thld marked with nstd longitudinal stripes. ACTIVATE LIRL Rwy 01-19—CTAF.

**COMMUNICATIONS:** CTAF 122.9**CLAY CENTER MUNI** (CYW) 2 W UTC-6(-5DT) N39°23.23' W97°09.43'

WICHITA

1208 B S4 FUEL 100LL, MOGAS TPA—2008(800) NOTAM FILE ICT

L-101

RWY 17-35: H4199X75 (ASPH) S-12, D-15 MIRL

IAP

RWY 17: Irrigation equipment.

RWY 35: Road.

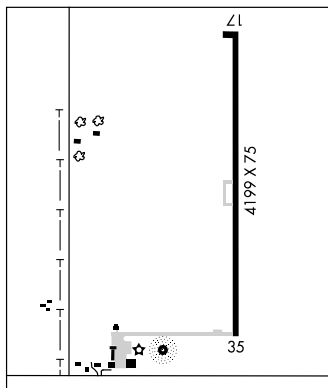
**AIRPORT REMARKS:** Attended 1400-2300Z±. For svc after dusk call 785-632-3217. Rwy 17-35 MIRL preset low ints dusk-0400Z±, to increase ints ACTIVATE—CTAF. After 0400Z± ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8**KANSAS CITY CENTER APP/DEP CON** 127.35**RADIO AIDS TO NAVIGATION:** NOTAM FILE SLN.

**SALINA (H) VORTACW** 117.1 SLN Chan 118 N38°55.51'  
W97°37.28' 031° 35.2 NM to fld. 1315/7E.

**HIWAS.****NDB (MHW)** 362 CYW N39°22.85' W97°09.68' at fld.

NOTAM FILE ICT.

**COFFEY CO** (See BURLINGTON)**COFFEYVILLE MUNI** (CFV) 4 NE UTC-6(-5DT) N37°05.64' W95°34.31'

KANSAS CITY

754 B S4 FUEL 100LL, JET A OX 3 NOTAM FILE CFV

H-61, L-15E

RWY 17-35: H5872X100 (ASPH) S-20, D-25 MIRL

IAP

RWY 17: PAPI(P4L)—GA 3.0° TCH 40'.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 04-22: H4000X75 (ASPH)

RWY 22: Tree.

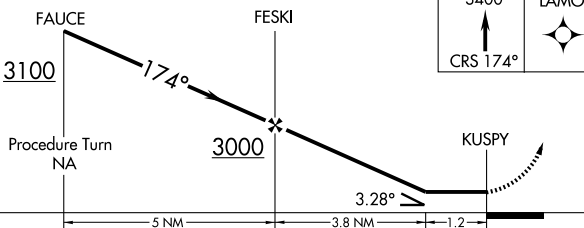
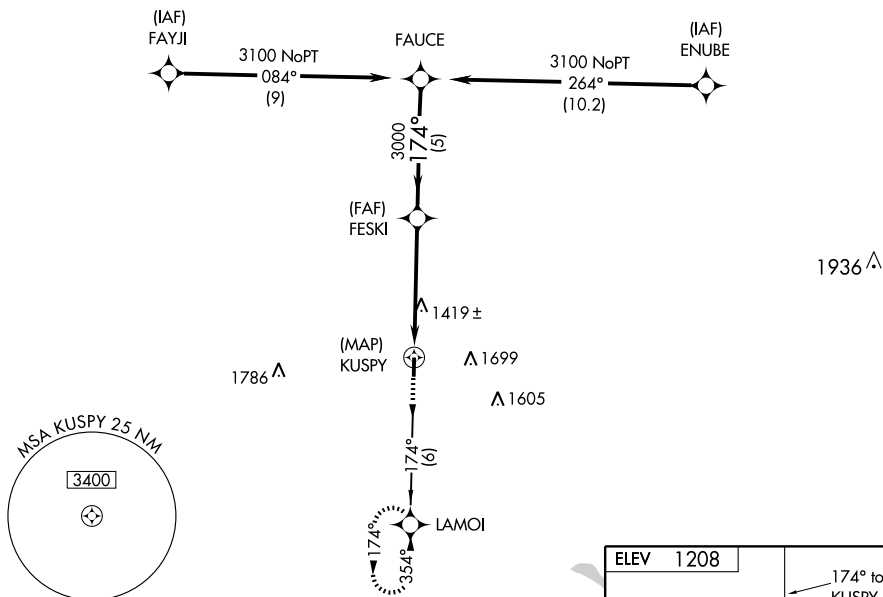
**AIRPORT REMARKS:** Attended Mon-Sat 1400-2300Z±, Sun 1600-2300Z±. Deer on and invof arpt. Mowers on and invof rws dusk to dawn. Rwy 17-35 overlaid minus 25' each side. Rwy 04-22 slurry seal. Rwy 04-22 vegetation growing through pavement joints. ACTIVATE MIRL Rwy 17-35, PAPI Rwy 17 and Rwy 35 and REIL Rwy 35—CTAF.

**WEATHER DATA SOURCES:** ASOS 121.275 (620) 251-1959.**COMMUNICATIONS:** CTAF/UNICOM 123.0**KANSAS CITY CENTER APP/DEP CON** 132.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

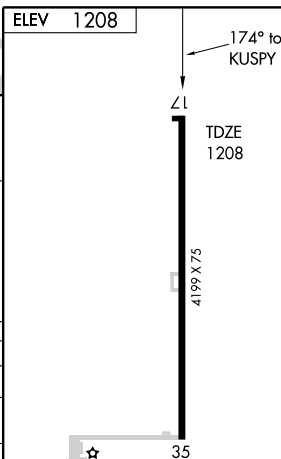
**OSWEGO (L) VORTAC** 117.6 OSW Chan 123 N37°09.45' W95°12.22' 250° 18.1 NM to fld. 930/8E.

**HIWAS.**

**NDB (MHW)** 212 CFV N37°05.60' W95°34.28' at fld. NOTAM FILE CFV.

APP CRS  
**174°**Rwy Idg **4199**  
TDZE **1208**  
Apt Elev **1208****GPS RWY 17**  
CLAY CENTER MUNI (CYW)Use local altimeter setting on CTAF; when not received,  
use Salina altimeter setting.MISSED APPROACH: Climb to 3400 via 174° to LAMOI WP  
and hold.KANSAS CITY CENTER  
**127.35 257.975**UNICOM  
**122.8 (CTAF) 0**

CATEGORY	A	B	C	D
S-17	1680-1	472 (500-1)	NA	NA
CIRCLING	1680-1 472 (500-1)	1700-1 492 (500-1)	NA	NA
SALINA ALTIMETER SETTING MINIMUMS				
S-17	1780-1	572 (600-1)	NA	NA
CIRCLING	1800-1	592 (600-1)	NA	NA



MIRL Rwy 17-35 0

NDB CYW <b>362</b>	APP CRS <b>340°</b>	Rwy Idg TDZE Apt Elev	<b>4199</b> <b>1206</b> <b>1208</b>
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# NDB or GPS RWY 35

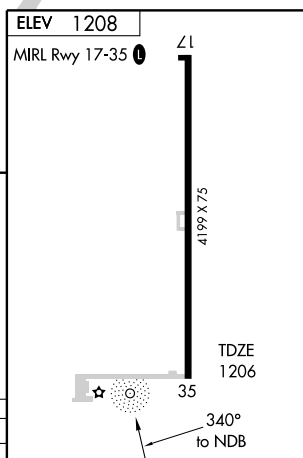
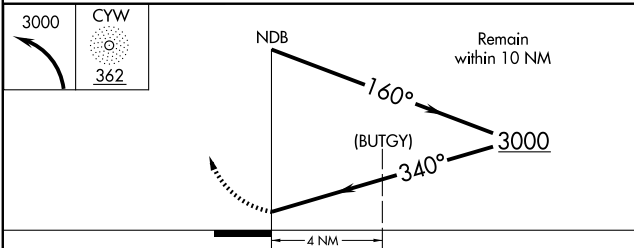
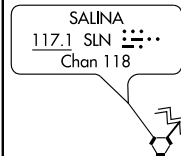
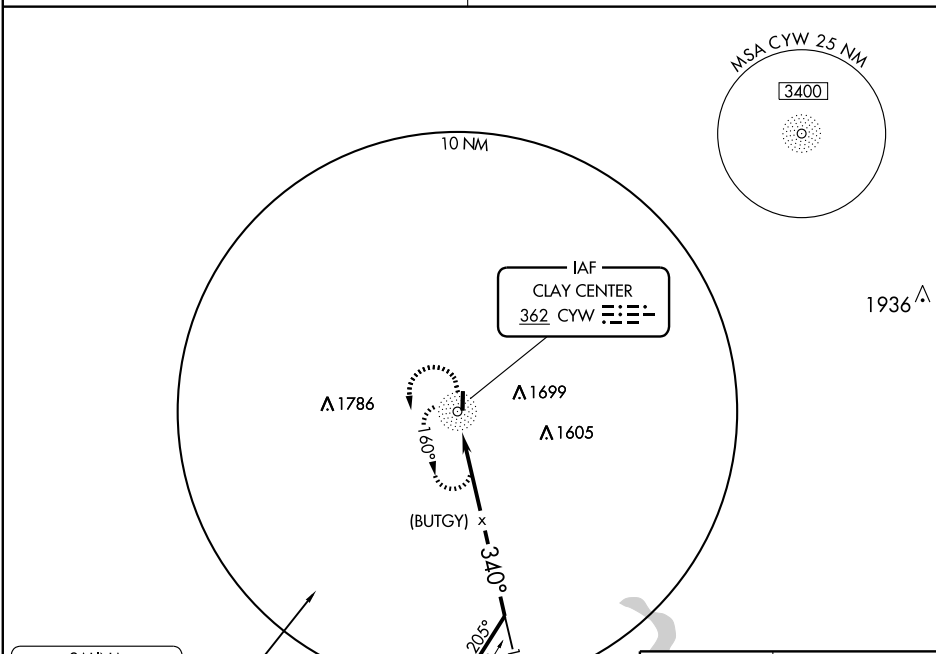
## CLAY CENTER MUNI (CYW)

▼ Use Salina altimeter setting; if not received, procedure not authorized.  
▲ NA

MISSED APPROACH: Climbing left turn to 3000 in CYW NDB holding pattern.

KANSAS CITY CENTER  
**127.35 257.975**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
S-35	1980-1 774 (800-1)	1980-1 ¼ 774 (800-1 ¼)	1980-2 ¼ 774 (800-2 ¼)	NA
CIRCLING	1980-1 773 (800-1)	1980-1 ¼ 773 (800-1 ¼)	1980-2 ¼ 773 (800-2 ¼)	NA

Knots	60	90	120	150	180
Min:Sec					

**CHEYENNE CO MUNI** (See ST FRANCIS)**CIMARRON MUNI** (8K8) 2 N UTC-6(-5DT) N37°49.83' W100°21.03'

WICHITA

2752 B NOTAM FILE ICT

RWY 01-19: H2800X32 (ASPH) LIRL

RWY 01: Thld dsplcd 170'. Road.

RWY 19: Thld dsplcd 280'.

RWY 11-29: 2450X50 (TURF)

RWY 11: P-line.

**AIRPORT REMARKS:** Unattended. Rwy 11-29 turf is rough and uneven with low spots. Rwy 01-19 NSTD markings; no numbers at thlds and rwy centerline stripe is nstd due to spacing; dsplcd thld marked with nstd longitudinal stripes. ACTIVATE LIRL Rwy 01-19—CTAF.

**COMMUNICATIONS:** CTAF 122.9**CLAY CENTER MUNI** (CYW) 2 W UTC-6(-5DT) N39°23.23' W97°09.43'

WICHITA

1208 B S4 FUEL 100LL, MOGAS TPA—2008(800) NOTAM FILE ICT

L-101

RWY 17-35: H4199X75 (ASPH) S-12, D-15 MIRL

IAP

RWY 17: Irrigation equipment.

RWY 35: Road.

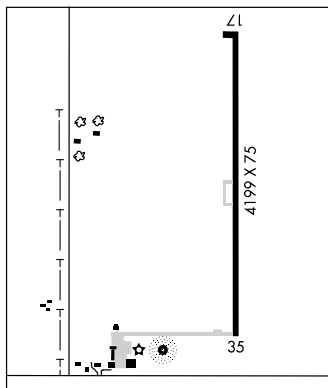
**AIRPORT REMARKS:** Attended 1400-2300Z±. For svc after dusk call 785-632-3217. Rwy 17-35 MIRL preset low ints dusk-0400Z±, to increase ints ACTIVATE—CTAF. After 0400Z± ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8**KANSAS CITY CENTER APP/DEP CON** 127.35**RADIO AIDS TO NAVIGATION:** NOTAM FILE SLN.

**SALINA (H) VORTACW** 117.1 SLN Chan 118 N38°55.51'  
W97°37.28' 031° 35.2 NM to fld. 1315/7E.

**HIWAS.****NDB (MHW)** 362 CYW N39°22.85' W97°09.68' at fld.

NOTAM FILE ICT.

**COFFEY CO** (See BURLINGTON)**COFFEYVILLE MUNI** (CFV) 4 NE UTC-6(-5DT) N37°05.64' W95°34.31'

KANSAS CITY

754 B S4 FUEL 100LL, JET A OX 3 NOTAM FILE CFV

H-61, L-15E

RWY 17-35: H5872X100 (ASPH) S-20, D-25 MIRL

IAP

RWY 17: PAPI(P4L)—GA 3.0° TCH 40'.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 04-22: H4000X75 (ASPH)

RWY 22: Tree.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2300Z±, Sun 1600-2300Z±. Deer on and invof arpt. Mowers on and invof rws dusk to dawn. Rwy 17-35 overlaid minus 25' each side. Rwy 04-22 slurry seal. Rwy 04-22 vegetation growing through pavement joints. ACTIVATE MIRL Rwy 17-35, PAPI Rwy 17 and Rwy 35 and REIL Rwy 35—CTAF.

**WEATHER DATA SOURCES:** ASOS 121.275 (620) 251-1959.**COMMUNICATIONS:** CTAF/UNICOM 123.0**KANSAS CITY CENTER APP/DEP CON** 132.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

**OSWEGO (L) VORTAC** 117.6 OSW Chan 123 N37°09.45' W95°12.22' 250° 18.1 NM to fld. 930/8E.

**HIWAS.**

**NDB (MHW)** 212 CFV N37°05.60' W95°34.28' at fld. NOTAM FILE CFV.



NDB CFV <b>212</b>	APP CRS <b>002°</b>	Rwy Idg TDZE Apt Elev <b>5872</b> <b>744</b> <b>754</b>
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# NDB RWY 35

COFFEYVILLE MUNI (CFV)

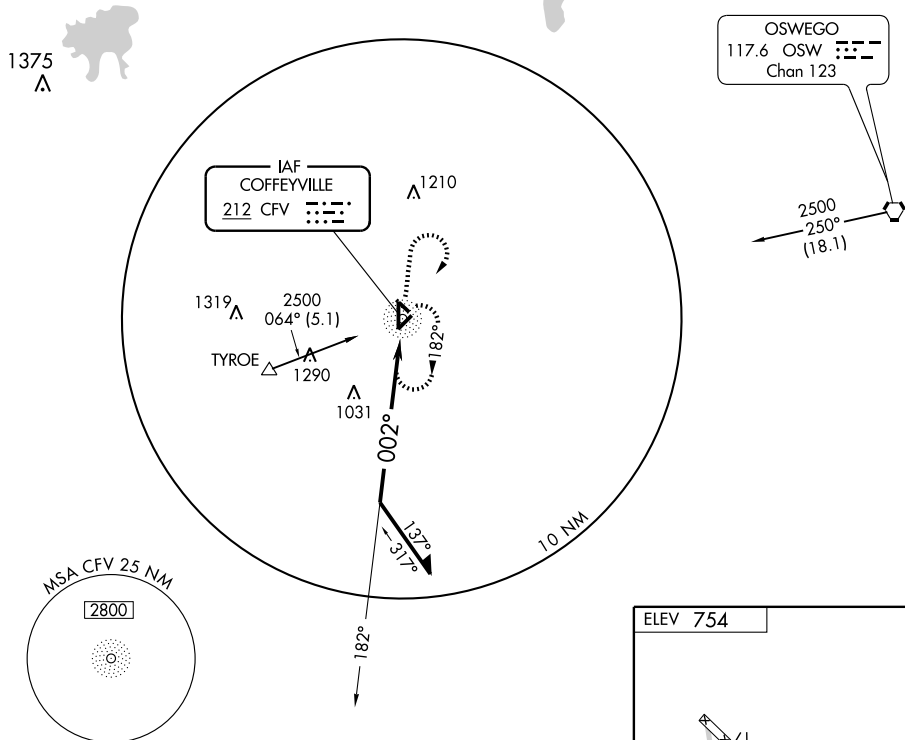
▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Parsons altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2500 then right turn direct CFV NDB and hold.

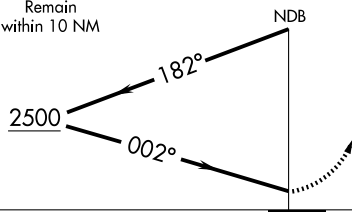
ASOS  
**121.275**

KANSAS CITY CENTER  
**132.9 279.5**

UNICOM  
**123.0** (CTAF) **0**



Remain  
within 10 NM

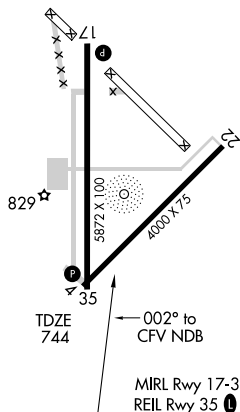


2500



CFV

ELEV 754



CATEGORY	A	B	C	D
S-35	1420-1 676 (700-1)		1420-2 676 (700-2)	1420-2 1/4 676 (700-2 1/4)
CIRCLING	1420-1 666 (700-1)		1420-2 666 (700-2)	1420-2 1/4 666 (700-2 1/4)

COFFEYVILLE, KANSAS

Amdt 1 03JUN10

37°06' N-95°34' W

COFFEYVILLE MUNI (CFV)

NDB RWY 35

APP CRS <b>355°</b>	Rwy Idg <b>5872</b>
	TDZE <b>744</b>
	Apt Elev <b>754</b>

# RNAV (GPS) RWY 35

COFFEYVILLE MUNI (CFV)

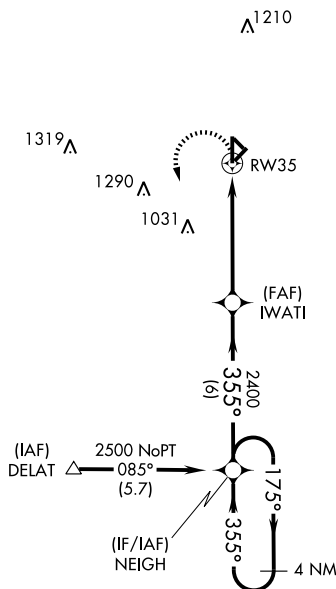
**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Parsons altimeter setting and increase all MDA 60 feet. VDP NA with Parsons altimeter setting.

**MISSED APPROACH:**  
Climbing left turn to 2500  
direct NEIGH and hold.

ASOS  
**121.275**

KANSAS CITY CENTER  
**132.9 279.5**

UNICOM  
**123.0 (CTAF) ①**

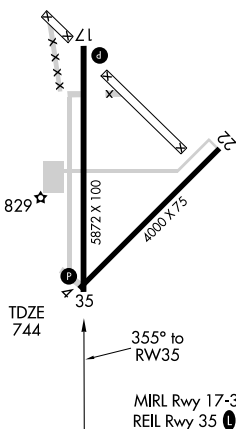


Procedure NA for arrival  
at OSW VORTAC  
on V161 northbound  
and V516 eastbound.

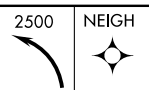
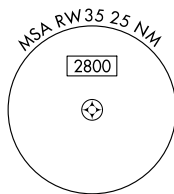
OSWEGO  
OSW

2500  
225°  
(23.4)

ELEV 754



1776



IWATI

NEIGH

4 NM  
Holding Pattern



	-1.5		3.5 NM		6 NM	
CATEGORY	A		B		C	
LNNAV MDA	1260-1		516 (600-1)		1260-1½ 516 (600-1½)	
CIRCLING	1260-1		506 (600-1)		1260-1½ 506 (600-1½)	
					1320-2 566 (600-2)	

VORTAC OSW <b>117.6</b> Chan <b>123</b>	APP CRS <b>250°</b>	Rwy Ldg TDZE Apt Elev <b>754</b>	<b>N/A</b> <b>N/A</b> <b>754</b>
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**VOR/DME-A**  
COFFEYVILLE MUNI (CFV)

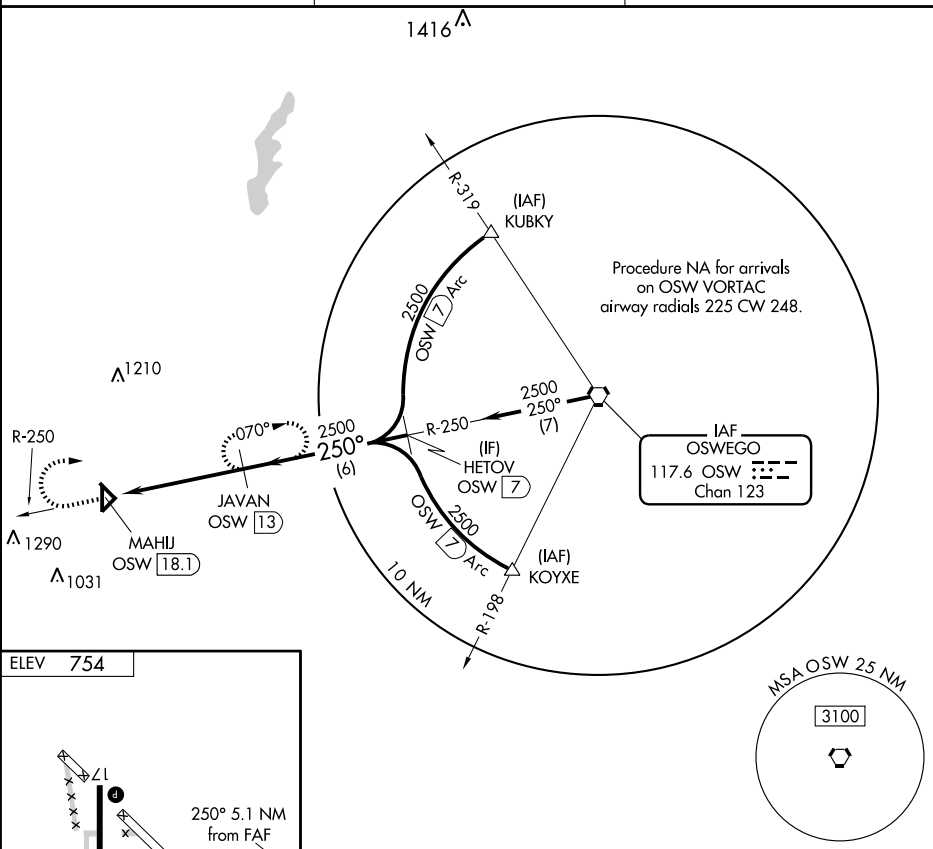
▼ When local altimeter setting not received, use Parsons  
▲ altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2000 then climbing  
right turn to 2500 via OSW VORTAC R-250 to  
JAVAN/OSW 13 DME and hold.

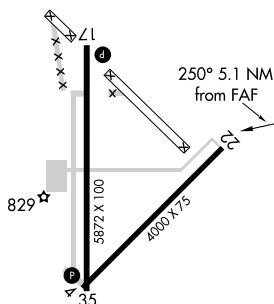
ASOS  
**121.275**

KANSAS CITY CENTER  
**132.9 279.5**

UNICOM  
**123.0** (CTAF) **0**



ELEV **754**



MIRL Rwy 17-35 **0**  
REIL Rwy 35 **0**

COFFEYVILLE, KANSAS

Amdt 7 29JUL10

	2000	2500	JAVAN OSW 13				Procedure Turn NA
	↑	↷ OSW R-250		JAVAN OSW 13	250°	2500	HETOV OSW 7
			MAHIJ OSW 18.1	2500	250°	2500	
			5.1 NM	6 NM			
CATEGORY	A	B	C	D			
CIRCLING	1260-1	506 (600-1)	1260-1½ 506 (600-1½)	1320-2 566 (600-2)			

37°06' N-95°34' W

COFFEYVILLE MUNI (CFV)  
**VOR/DME-A**

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010



NDB JDM <b>408</b>	APP CRS <b>172°</b>	Rwy ldg TDZE Apt Elev	<b>5110</b> <b>3186</b> <b>3186</b>
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# NDB RWY 17

COLBY/ SHALZ FIELD (CBK)

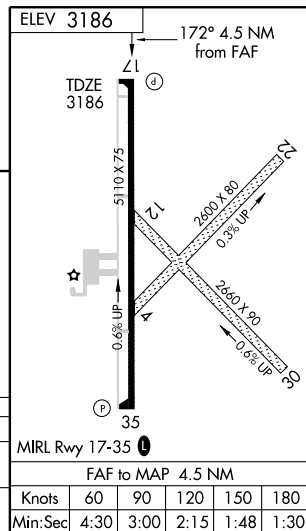
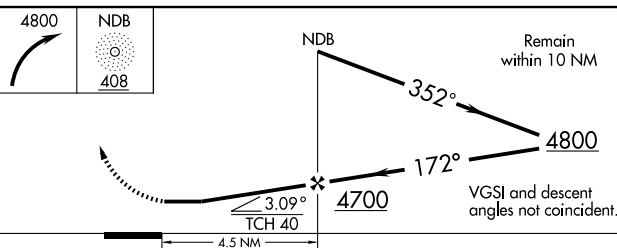
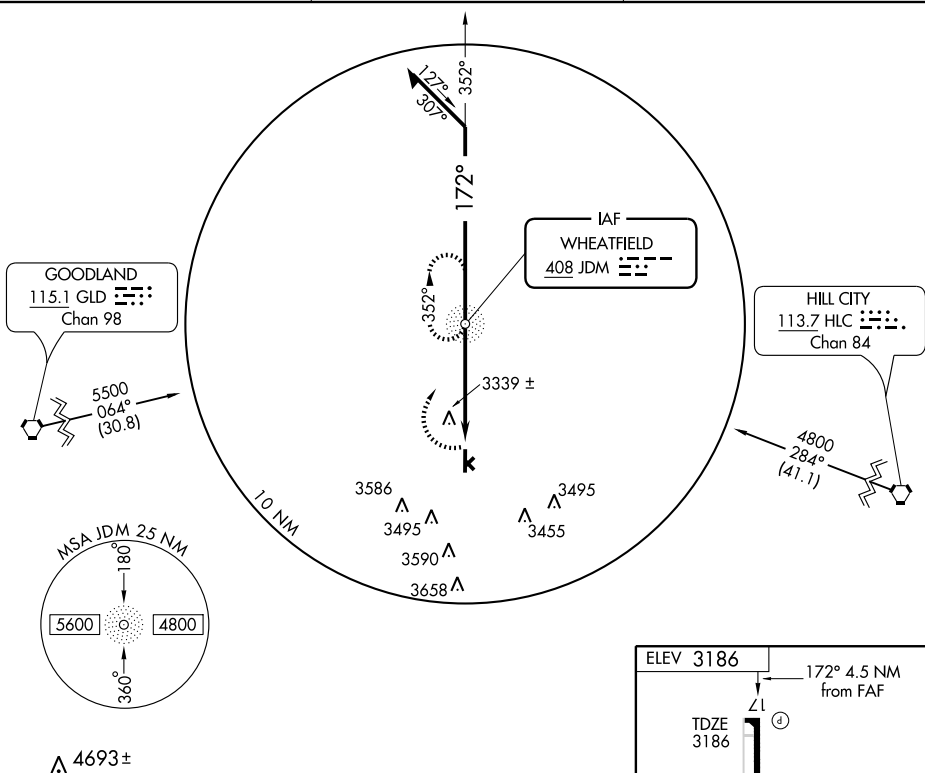


MISSED APPROACH: Climbing right turn to 4800 direct JDM NDB and hold.

AWOS-3  
**118.175**

DENVER CENTER  
**132.5 379.15**

UNICOM  
**122.8 (CTAF) 0**



APP CRS **172°**  
 Rwy Idg **5110**  
 TDZE **3187**  
 Apt Elev **3187**

# RNAV (GPS) RWY 17

COLBY / SHALZ FIELD (CBK)



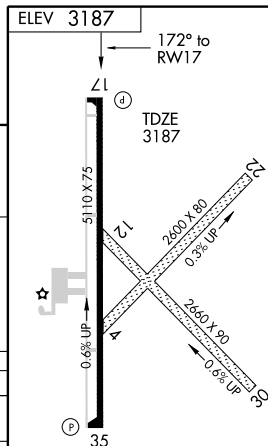
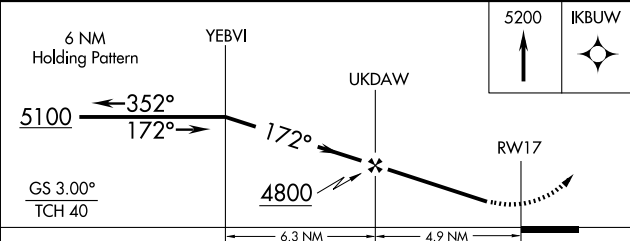
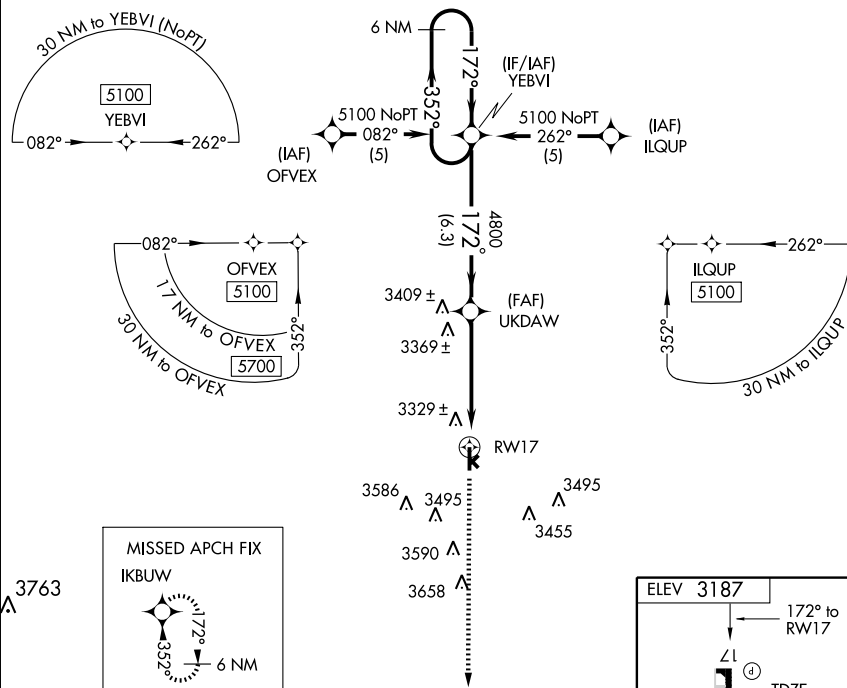
Baro-VNAV NA when using Goodland altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). Visibility reduction by helicopters NA. When local altimeter setting not received, use Goodland altimeter setting and increase DA 136 feet, increase all MDA 140 feet and increase LNAV/VNAV visibility ½ mile all Cats, LNAV visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 5200 direct IKBW and hold.

AWOS-3  
**118.175**

DENVER CENTER  
**132.5 379.15**

UNICOM  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
LNAV/VNAV DA	3636-1½	449 (500-1½)		NA
LNAV MDA	3620-1	433 (500-1)	3620-1¼ 433 (500-1¼)	NA
CIRCLING	3640-1	453 (500-1)	3640-1½ 453 (500-1½)	NA

MIRL Rwy 17-35

WAAS  
CH 81909  
W35A

APP CRS  
352°

Rwy Idg	<b>5110</b>
TDZE	<b>3175</b>
Apt Elev	<b>3187</b>

## RNAV (GPS) RWY 35

COLBY/SHALZ FIELD (CBK)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Goodland altimeter setting. When local altimeter setting not received, use Goodland altimeter setting and increase all DA 136 feet, and all MDA 140 feet, increase LPV and LNAV/VNAV visibility all Cats ½ mile and LNAV Cat C visibility ½ mile.

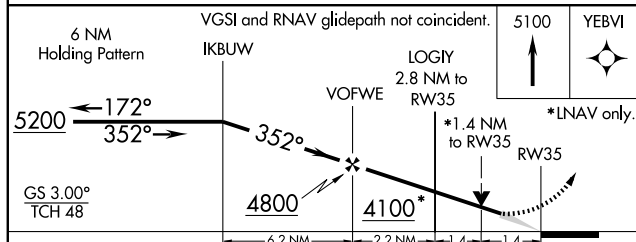
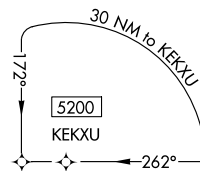
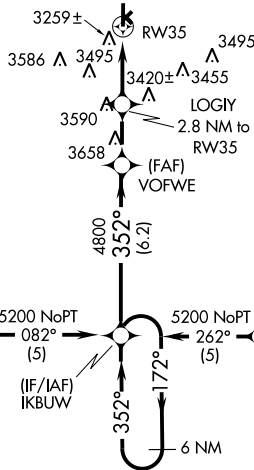
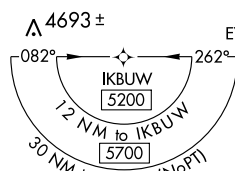
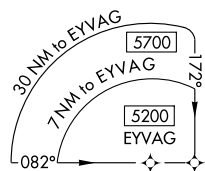
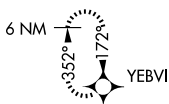
**MISSED APPROACH:** Climb to 5100 direct YEBVI and hold.

AWOS-3  
118.175

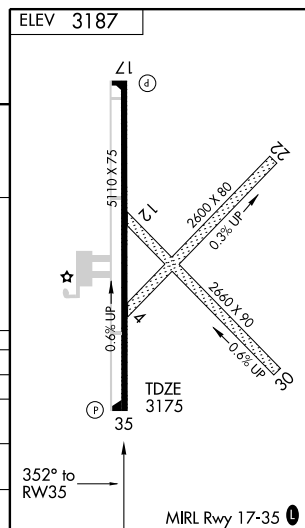
DENVER CENTER  
132.5 379.15

UNICOM  
122.8 (CTAF) **L**

MISSED APCH FIX



CATEGORY	A	B	C	D
LPV DA	3425-1 250 (300-1)			NA
LNAV/ VNAV DA	3554-1½ 379 (400-1½)			NA
LNAV MDA	3640-1	465 (500-1)	3640-1¼ 465 (500-1¼)	NA
CIRCLING	3640-1	453 (500-1)	3640-1½ 453 (500-1½)	NA



COLBY, KANSAS

Amdt 1 08269

39°26'N-101°03'W

COLBY/SCHALZ FIELD (CBK)

RNAV (GPS) RWY 35

NC-2. 23 SEP 2010 to 21 OCT 2010

## CONCORDIA

BLOSSER MUNI (CNK) 2 S UTC-6(-5DT) N39°32.96' W97°39.14'

WICHITA

1486 B FUEL 100LL, JET A+ NOTAM FILE CNK

L-101

RWY 17-35: H3600X60 (ASPH) S-8, D-10 MIRL 0.4% up S

IAP

RWY 35: Tree.

RWY 12-30: 2205X265 (TURF)

RWY 03-21: 1665X255 (TURF)

RWY 03: Tree. RWY 21: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2200Z. Fuel avbl 24 hrs by credit card. Radio controlled model airplane flying E of arpt to 400' evenings, weekends, and holidays. Rwy 12-30 and Rwy 03-21 delineated with red and white striped markers. Rwy 17-35 S and D weight thld pounds obtained earlier from design criteria during new construction. MIRL Rwy 17-35 preset med ints dusk-0400Z; after 0400Z ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** ASOS 123.825 (785) 243-3441.**COMMUNICATIONS:** CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 134.9

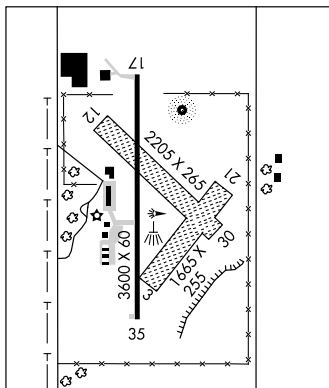
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

MANKATO (L) VORTAC 109.8 TKO Chan 35 N39°48.38'

W98°15.60' 109° 32.1 NM to fld. 1880/10E.

CONCORDIA NDB (MHW) 335 CNK N39°33.20' W97°39.07'

at fld. NOTAM FILE CNK.



## COOK AIRFIELD (See ROSE HILL)

COTTONWOOD FALLS (9K0) 1 S UTC-6(-5DT) N38°21.52' W96°33.27'

KANSAS CITY

1273 NOTAM FILE ICT

RWY 17-35: 2300X155 (TURF) LIRL

RWY 17: Tower. RWY 35: Fence.

**AIRPORT REMARKS:** Unattended. Rwy 17-35 soft and slick in spots when wet. Rwy 17-35 thld markings painted white with thld lgts.

**COMMUNICATIONS:** CTAF 122.9

COUNCIL GROVE MUNI (K63) 3 NW UTC-6(-5DT) N38°40.59' W96°34.37'

KANSAS CITY

1409 NOTAM FILE ICT

RWY 04-22: 1845X120 (TURF)

RWY 04: Trees. RWY 22: P-line.

RWY 12-30: 1690X75 (TURF)

RWY 12: Trees. RWY 30: Trees.

**AIRPORT REMARKS:** Unattended. Radio controlled model acft activity on arpt weekends, evenings and holidays. Rwy 04-22 and 12-30 NSTD delineations. Rwy 04-22 and Rwy 12-30 very soft and slick during periods of inclement weather. Rwy 04-22 and Rwy 12-30 thld marked with orange painted barrels.

**COMMUNICATIONS:** CTAF 122.9

DIGHTON (K65) 1 NW UTC-6(-5DT) N38°29.38' W100°28.78'

WICHITA

2778 NOTAM FILE ICT

RWY 17-35: H2400X40 (ASPH) LIRL

RWY 17: P-line.

RWY 06-24: 2000X110 (TURF)

RWY 06: Road. RWY 24: Road.

RWY 13-31: 2000X110 (TURF)

RWY 13: P-line. RWY 31: Railroad.

**AIRPORT REMARKS:** Unattended. ACTIVATE LIRL Rwy 17-35—CTAF.**COMMUNICATIONS:** CTAF 122.9

• • • • •

HELIPAD H1: H30X30 (CONC)



APP CRS  
**174°**

Rwy Idg **3600**  
TDZE **1482**  
Apt Elev **1486**

# GPS RWY 17

CONCORDIA/BLOSSER MUNI (CNK)

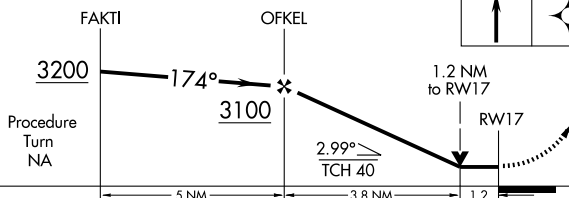
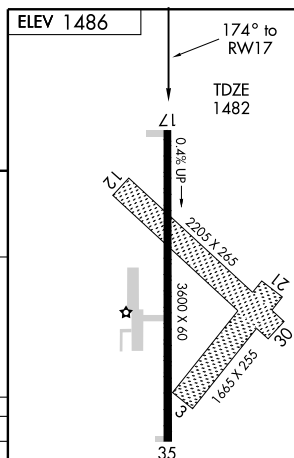
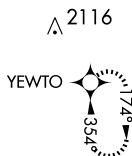
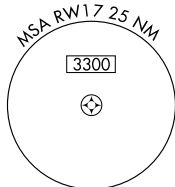
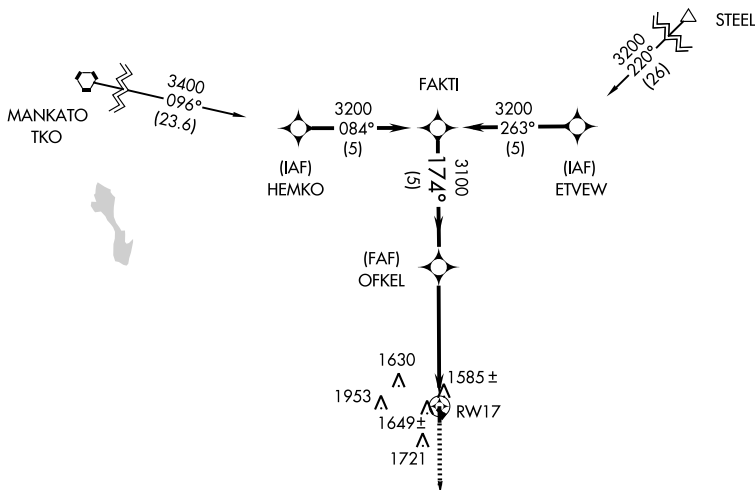


MISSED APPROACH: Climb to 3200 direct YEWTO WP and hold.

ASOS  
**123.825**

KANSAS CITY CENTER  
**134.9 363.2**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
S-17	1900-1	418 (500-1)	NA	
CIRCLING	2080-1	594 (600-1)	NA	

MIRL Rwy 17-35 0

APP CRS  
**354°**Rwy Idg **3600**  
TDZE **1486**  
Apt Elev **1486****GPS RWY 35**

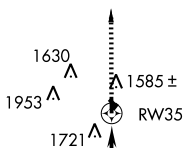
CONCORDIA/BLOSSER MUNI (CNK)



MISSED APPROACH: Climb to 3200 direct FAKTI WP and hold.

ASOS  
**123.825**KANSAS CITY CENTER  
**134.9 363.2**UNICOM  
**122.8 (CTAF) 1**

FAKTI

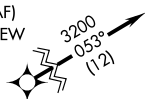


2116

3200

354°

(9.9)

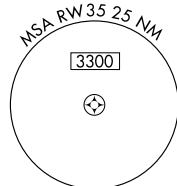
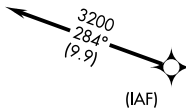
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IKDEW

3200

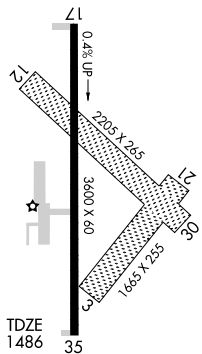
053°

(12)

YEWTO

(IAF)  
OXETY

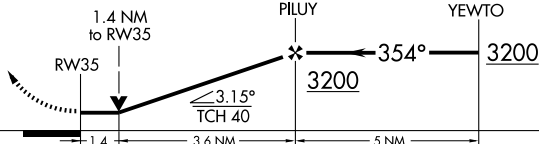
ELEV 1486

TDZE  
1486354° to  
RW35

MIRL Rwy 17-35 1

3200

FAKTI

Procedure  
Turn  
NA

CATEGORY	A	B	C	D
S-35	2040-1	554 (600-1)	NA	
CIRCLING	2080-1	594 (600-1)	NA	

NDB CNK  
**335**APP CRS  
**190°**Rwy Idg  
TDZE  
Apt Elev  
**N/A**  
**N/A**  
**1486**

CONCORDIA/BLOSSER MUNI (CNK)



MISSED APPROACH: Climb to 2400 then climbing right turn to 3100 direct CNK NDB and hold.

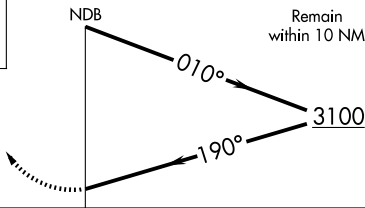
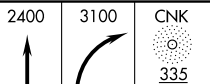
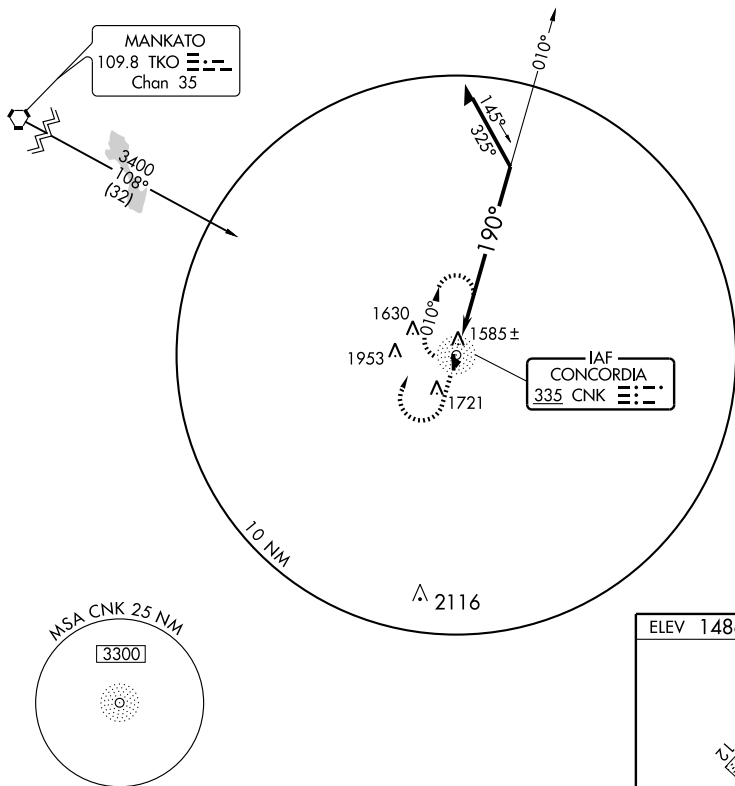
ASOS

**123.825**

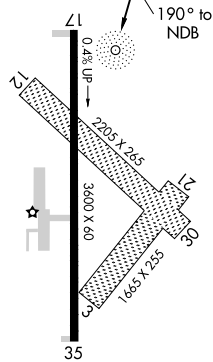
KANSAS CITY CENTER

**134.9 363.2**

UNICOM

**122.8 (CTAF) 0**

ELEV 1486



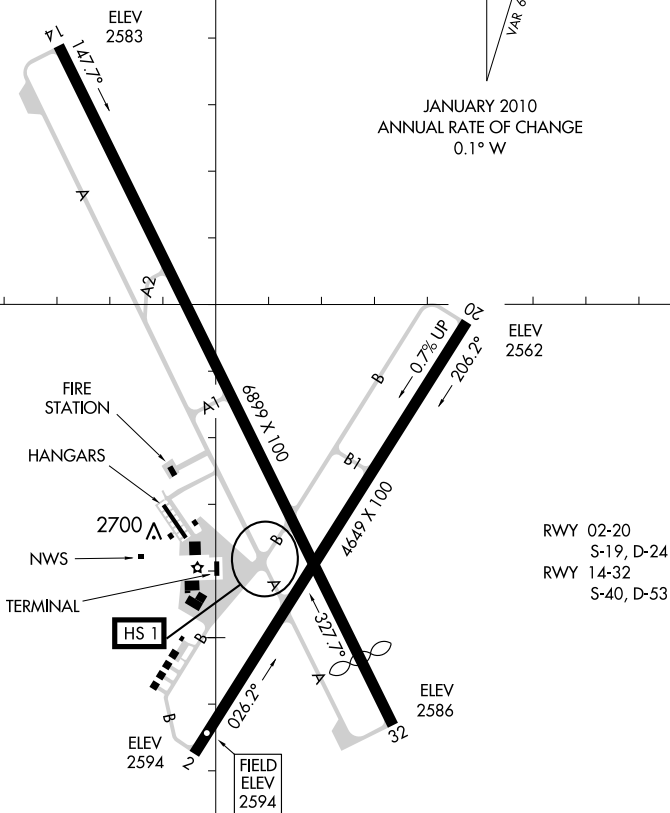
MIRL Rwy 17-35 0

CATEGORY	A	B	C	D
CIRCLING	2080-1	594 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

## AIRPORT DIAGRAM

AL-676 (FAA)

DODGE CITY RGNL (DDC)  
DODGE CITY, KANSASASOS  
118.525  
CTAF/UNICOM  
122.7

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

## AIRPORT DIAGRAM

DODGE CITY, KANSAS  
DODGE CITY RGNL (DDC)

**DODGE CITY****DODGE CITY RGNL** (DDC) 3 E UTC-6(-5DT) N37°45.79' W99°57.93'

WICHITA

2594 B S4 FUEL 100LL, JET A OX 2 Class III, ARFF Index A NOTAM FILE DDC

H-5B, L-10H, 15C

RWY 14-32: H6899X100 (ASPH) S-40, D-53 MIRL

IAP, AD

RWY 14: MALSR. VASI(V4L)—GA 3.0° TCH 37'.

RWY 32: REIL. VASI(V4L)—GA 3.0° TCH 40'. Thld dspcd 570'.

RWY 02-20: H4649X100 (ASPH) S-19, D-24 MIRL 0.7% up SW

RWY 02: REIL. RWY 20: REIL.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 02: TORA-4649 TODA-4649 ASDA-4649 LDA-4649

RWY 14: TORA-6899 TODA-6899 ASDA-6329 LDA-6329

RWY 20: TORA-4649 TODA-4649 ASDA-4649 LDA-4649

RWY 32: TORA-6899 TODA-6899 ASDA-6899 LDA-6329

**AIRPORT REMARKS:** Attended 1200-0400Z+. Due to rwy crowning, apch ends of Rwy 02 and Rwy 20 are not visible from the opposite end of the rwy. ACTIVATE MIRL Rwy 14-32 and 02-20, MALSR Rwy 14 VASI Rwy 14 and 32, and REIL Rwy 02, 20 and 32—CTAF.

**WEATHER DATA SOURCES:** ASOS 118.525 (620) 227-9721. HIWAS 108.2 DDC.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

RCO 122.35 (WICHITA RADIO)

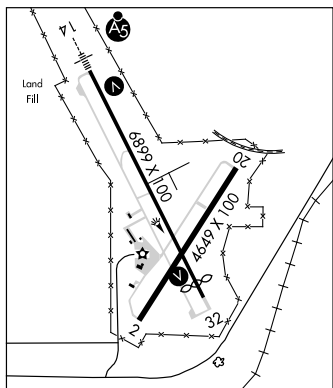
Ⓡ KANSAS CITY CENTER APP/DEP CON 125.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DDC.

(L) VORTACW 108.2 DDC Chan 19 N37°51.04' W100°00.34'

152° 5.6 NM to fld. 2565/8E. HIWAS.

ILS 111.7 1-DDC Rwy 14. Class IE.

**DUSTT** N38°44.32' W94°53.51' NOTAM FILE IXD.

KANSAS CITY

NDB (LOM) 368 IX 357° 5.5 NM to New Century Aircenter.

**EL DORADO** N37°46.77' W96°48.99' NOTAM FILE ICT.

KANSAS CITY

NDB (MHW) 383 EQA at Captain Jack Thomas/El Dorado. SHUTDOWN.

L-101, 15E

**EL DORADO****CAPTAIN JACK THOMAS/EL DORADO** (EQA) 3 SE UTC-6(-5DT) N37°46.45' W96°49.06'

KANSAS CITY

1380 B S4 FUEL 100LL, JET A, MOGAS NOTAM FILE ICT

L-101, 15E

RWY 04-22: H4204X75 (ASPH) S-18, D-23 HIRL

IAP

RWY 15-33: H4200X75 (CONC) S-12.5, D-12.5 HIRL

RWY 15: PAPI(P4L)—GA 3.0° TCH 25'. Trees.

RWY 33: PAPI(P4L)—GA 3.0° TCH 25'.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-0000Z+, Sun 1700-0000Z+. Avoid fit over prison north of arpt. ACTIVATE HIRL Rwy 15-33 and HIRL Rwy 04-22—122.9.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ WICHITA APP/DEP CON 134.8

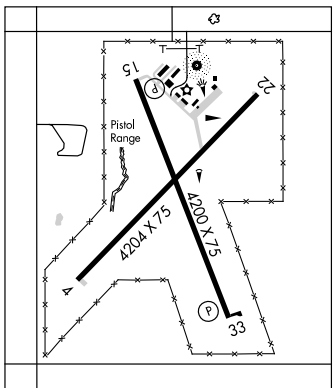
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

WICHITA (H) VORTACW 113.8 ICT Chan 85 N37°44.72'

W97°35.03' 080° 36.5 NM to fld. 1471/7E.

HIWAS.

EL DORADO NDB (MHW) 383 EQA N37°46.77' W96°48.99' at fld. SHUTDOWN.

**PATTY FLD** (9K6) 3 SE UTC-6(-5DT) N37°48.03' W96°47.94'

KANSAS CITY

1385 S4 NOTAM FILE ICT

RWY 18-36: 1800X60 (TURF)

RWY 18: Fence. RWY 36: Fence.

**AIRPORT REMARKS:** Unattended. Rwy 18 has trees at thld 30' right and left of centerline.**COMMUNICATIONS:** CTAF 122.9

## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DODGE CITY, KS		
DODGE CITY RGNL (DDC)	HS 1	Ramp is in close proximity to rwys.
GARDEN CITY, KS		
GARDEN CITY RGNL (GCK)	HS 1	Back taxi required for full length Rwy 12.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
	HS 3	Twy A leads to int or Rwy 30.
GRAND ISLAND, NE		
CENTRAL NEBRASKA RGNL (GRI)	HS 1	Twy B crosses Rwy 17.
	HS 2	Twy C crosses Rwy 17 at the ramp.
HUTCHINSON, KS		
HUTCHINSON MUNI (HUT)	HS 1	Complex twy/rwy crossings.
	HS 2	Close proximity rwy boundary markings.
LIBERAL, KS		
LIBERAL MID-AMERICA RGNL (LBL)	HS 1	Multiple rwys and twys intersect in small area.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
LINCOLN, NE		
LINCOLN (LNK)	HS 1	Complex int of rwys and twys.
	HS 2	Apch holding position on twy near run up area.
MANHATTAN, KS		
MANHATTAN RGNL (MHK)	HS 1	Terminal ramp at Twy D intersects with Rwy 03-21.
	HS 2	Twy A intersects with Rwy 13-31.
OLATHE, KS		
JOHNSON COUNTY EXECUTIVE (OJC)	HS 1	Twy crosses rwy.
	HS 2	Unusual holding position.
OLATHE, KS		
NEW CENTURY AIRCENTER (IXD)	HS 1	Complex twy/rwy int.
	HS 2	Military ramp near twy.
	HS 3	Complex twy/rwy ints in area of limited twr visibility.
OMAHA, NE		
EPPLEY AIRFIELD (OMA)	HS 1	Complex twy int.
	HS 2	Rwy safety area in close proximity to ramp.
	HS 3	Rwy safety area in close proximity to ramp.
SALINA, KS		
SALINA MUNI (SLN)	HS 1	Twy E int departures Rwy 17-35.
	HS 2	Twy B intersects Rwy 12-30 and Rwy 17-35. Close proximity rwy boundary hold markings.
TOPEKA, KS		
FORBES FIELD (FOE)	HS 1	Twy A turns southwest to access the apch end of Rwy 03.
	HS 2	Twy A turns south to apch end Rwy 03. Not visible from twr.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

## HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
TOPEKA, KS		
PHILIP BILLARD MUNI (TOP)	HS 1	Ramp area and twy int in close proximity to rwys.
WICHITA, KS		
WICHITA MID-CONTINENT (ICT)	HS 1	Confusing ramp exit/entrance.
	HS 2	Twy/rwy crossing.
	HS 3	Confusing twy/rwy int.

\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-DDC <b><u>111.7</u></b>	APP CRS <b>146°</b>	Rwy Idg TDZE Apt Elev	<b>6329</b> <b>2583</b> <b>2594</b>
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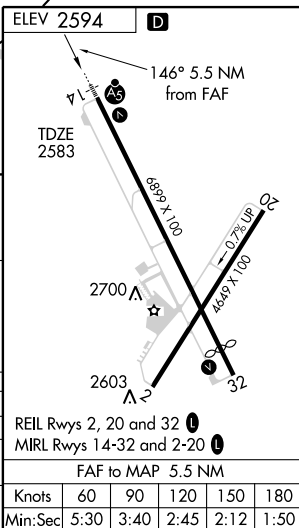
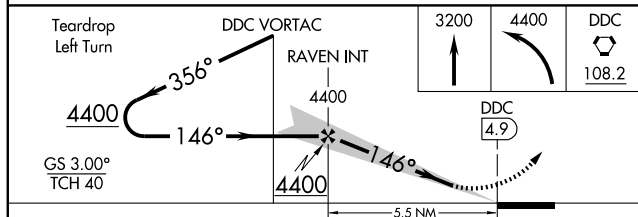
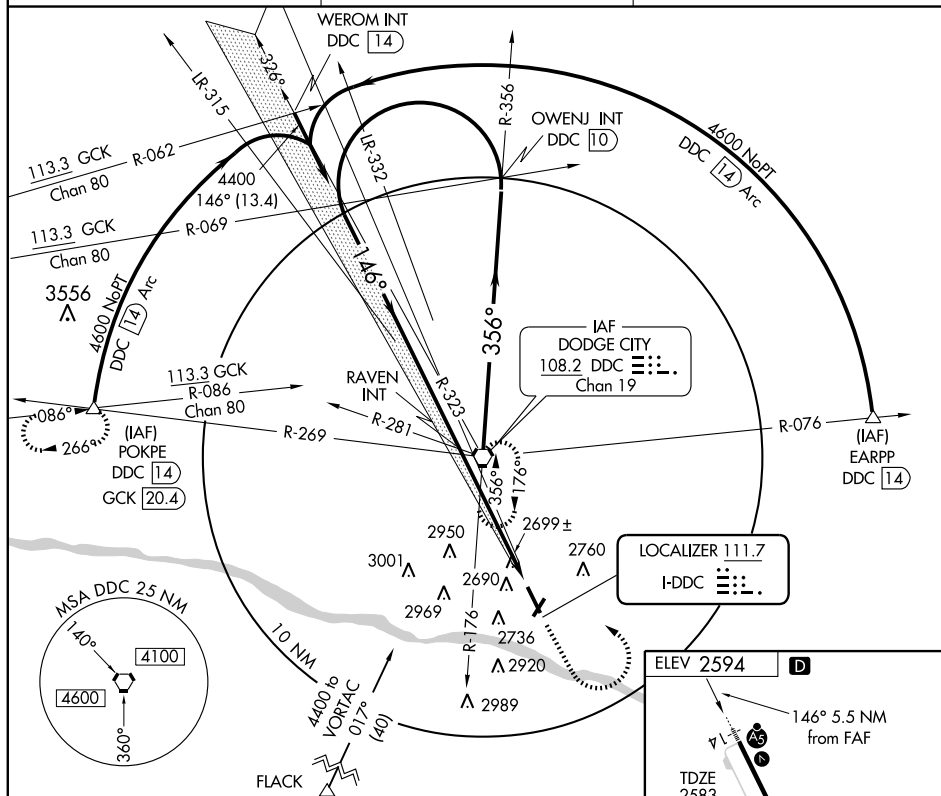
ILS or LOC RWY 14  
DODGE CITY RGNL (DDC)

**A** If local altimeter setting not received, use Garden City altimeter setting and increase DA to 2911 feet, and increase all MDAs 140 feet.



**MISSED APPROACH:** Climb to 3200 then climbing left turn to 4400 direct DDC VORTAC and hold.

ASOS <b>118.525</b>	KANSAS CITY CENTER <b>125.2 269.4</b>	UNICOM <b>122.7 (CTAF) ①</b>
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CATEGORY	A	B	C	D
S-ILS 14	2783-½ 200 (200-½)			
S-LOC 14	2960-½ 377 (400-½)			2960-¾ 377 (400-¾)
CIRCLING	3040-1 446 (500-1)	3060-1 466 (500-1)	3060-1½ 466 (500-1½)	3160-2 566 (600-2)

DODGE CITY, KANSAS  
Amdt 3 10154

DODGE CITY RGNL (DDC)  
ILS or LOC RWY 14

37° 46' N-99° 58' W

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010



WAAS CH <b>65609</b> <b>W14A</b>	APP CRS <b>146°</b>	Rwy Idg TDZE Apt Elev	<b>6329</b> <b>2583</b> <b>2594</b>
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# RNAV (GPS) RWY 14

## DODGE CITY RGNL (DDC)

**A** DME/DME RNP-0.3 NA. BARO-VNAV NA below -20°C (-4°F). If local altimeter setting not received, use Garden City altimeter setting and increase all DA/MDAs 140 feet. VDP and BARO-VNAV NA with Garden City altimeter setting. For inoperative MALSR, increase LPV all CATs visibility to 1, and LNAV Cat D visibility to 1½.

MALSR

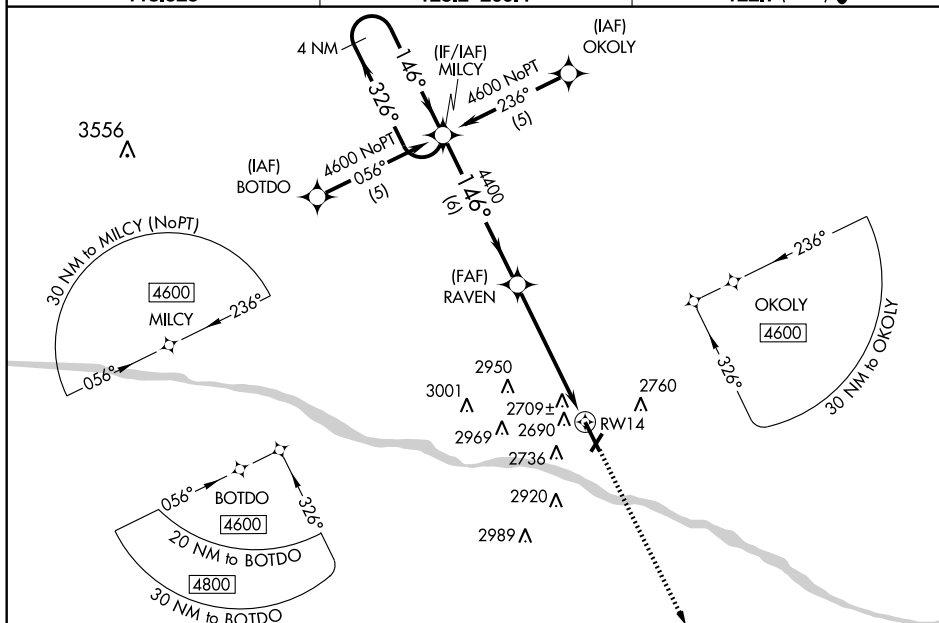


**MISSED APPROACH:**  
Climb to 4600 direct  
CORKU and hold.

ASOS  
**118.525**

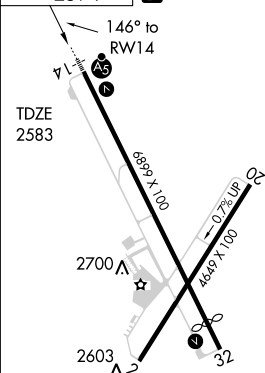
KANSAS CITY CENTER  
**125.2 269.4**

UNICOM  
**122.7 (CTAF) 0**



ELEV 2594

D



REIL Rwy 2, 20 and 32 **0**  
MIRL Rwy 14-32 and 2-20 **0**

4 NM Holding Pattern MILKY				
4600		326°	146°	4600
GS 3.00°		TCH 40	146°	4400
		6 NM	4.4 NM	1.1 NM
CATEGORY	A	B	C	D
LPV DA		2833-½	250 (300-½)	
LNAV/VNAV DA		2988-1	405 (400-1)	
LNAV MDA		2960-½	377 (400-½)	2960-1 377 (400-1)
CIRCLING	3040-1½ 446 (500-1½)	3060-1½	466 (500-1½)	3160-2 566 (600-2)

DODGE CITY, KANSAS  
Amdt 1 10154

37° 46' N-99° 58' W

DODGE CITY RGNL (DDC)  
**RNAV (GPS) RWY 14**

APP CRS	Rwy Idg	6329
326°	TDZE	2591
	Apt Elev	2594

RNAV (GPS) RWY 32  
DODGE CITY RGNL (DDC)

**A** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Garden City altimeter setting and increase all MDAs 140 feet. VDP NA with Garden City altimeter setting.

**MISSED APPROACH:** Climb to 4600 direct MILCY and hold.

ASOS  
**118.525**

KANSAS CITY CENTER  
125.2 269.4

UNICOM  
122.7 (CTAF) **L**

Λ 3556

[illegible]

ELEV 2594

**D**

REIL Rwy 2, 20 and 32 **L**  
MIRL Rwy 14-32 and 2-20 **L**

[illegible]

DODGE CITY, KANSAS

Amdt 1 10154

37° 46'N-99° 58'W

DODGE CITY RGNL (DDC)

RNAV (GPS) RWY 32

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

VORTAC DDC <b>108.2</b> Chan <b>19</b>	APP CRS <b>332°</b>	Rwy Idg <b>6329</b> TDZE <b>2591</b> Apt Elev <b>2594</b>
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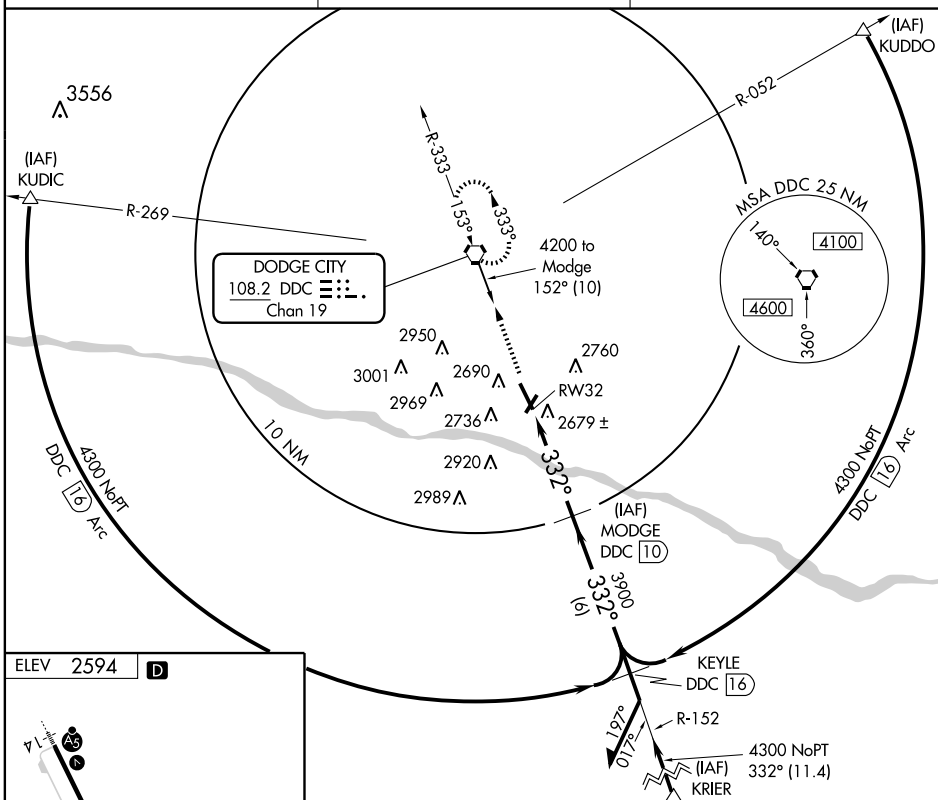
VOR/DME RWY 32  
DODGE CITY RGNL (DDC)

If local altimeter setting not received, use Garden City altimeter setting and increase all MDAs 140 feet. VDP NA with Garden City altimeter setting.

**MISSED APPROACH:** Climb to 4200 direct DDC VORTAC and hold.

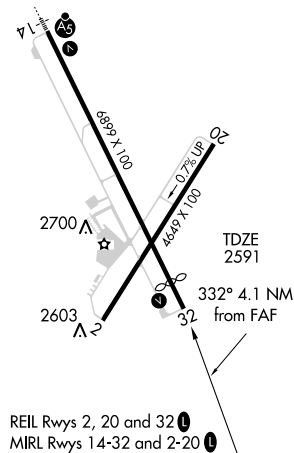
ASOS  
118.525

KANSAS CITY CENTER  
125.2 269.4

UNICOM  
122.7 (CTAF) **L**

ELEV 2594

**D**



4200

DD

MODGE  
DDC 10

Remain  
within 10 NM

DDC 7

RW32  
ODC 5.9

.95° |

1

40

CATEGORY

A

B

10

D

S-32

2980-1 389 (400-1)

30-1¼

---

3040

3060-1

3060-1½

60-2

DODGE CITY, KANSAS  
Amdt 5 10154

37° 46' N-99° 58' W

DODGE CITY RGNL (DDC)  
VOR/DME RWY 32

**NC-2, 23 SEP 2010 to 21 OCT 2010**

NC-2. 23 SEP 2010 to 21 OCT 2010

VORTAC DDC <b>108.2</b> Chan <b>19</b>	APP CRS <b>153°</b>	Rwy Idg <b>6329</b> TDZE <b>2583</b> Apt Elev <b>2594</b>
--	------------------------	---

VOR RWY 14  
DODGE CITY RGNL (DDC)

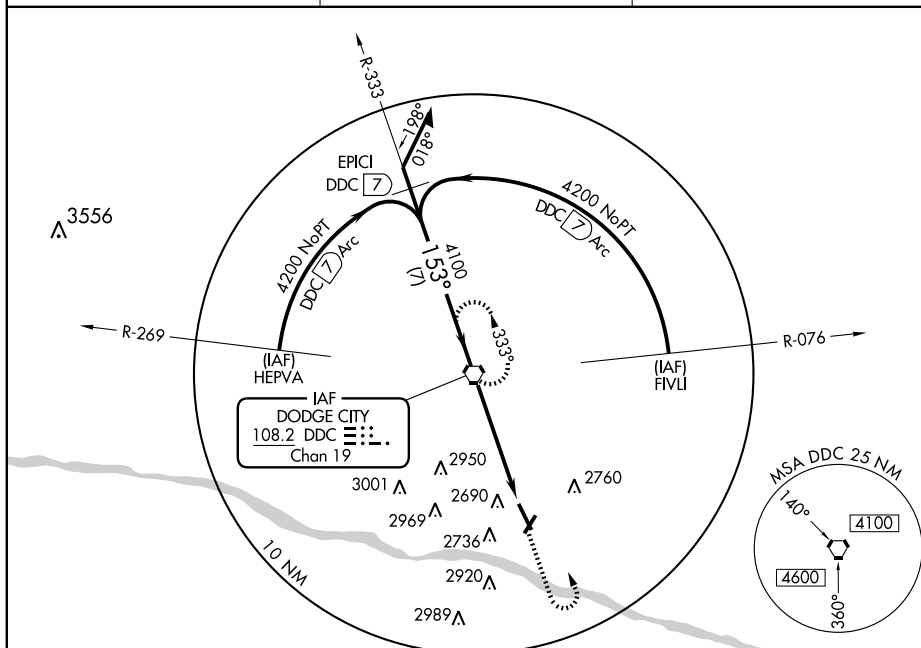
If local altimeter setting not received, use Garden City altimeter setting and increase all MDAs 140 feet. For inoperative MALSR, increase S-14 Cat D visibility to 1¼ mile. VDP NA with Garden City altimeter setting.



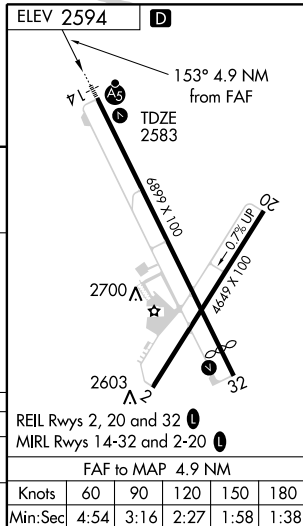
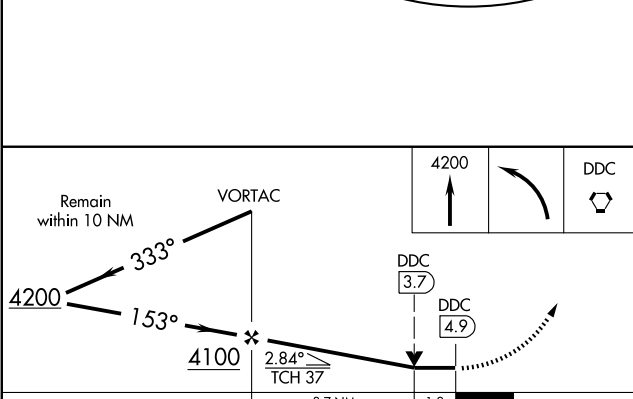
**MISSED APPROACH:** Climb to 4200 then left turn direct DDC VORTAC and hold.

ASOS  
118,525

KANSAS CITY CENTER  
125.2 269.4

UNICOM  
122.7 (CTAF) **L**

NC-2. 23 SEP 2010 to 21 OCT 2010



DODGE CITY, KANSAS  
Amdt 19 10154

37° 46' N-99° 58' W

DODGE CITY RGNL (DDC)  
VOR RWY 14

**DODGE CITY****DODGE CITY RGNL** (DDC) 3 E UTC-6(-5DT) N37°45.79' W99°57.93'

WICHITA

2594 B S4 FUEL 100LL, JET A OX 2 Class III, ARFF Index A NOTAM FILE DDC

H-5B, L-10H, 15C

RWY 14-32: H6899X100 (ASPH) S-40, D-53 MIRL

IAP, AD

RWY 14: MALSR. VASI(V4L)—GA 3.0° TCH 37'.

RWY 32: REIL. VASI(V4L)—GA 3.0° TCH 40'. Thld dspcd 570'.

RWY 02-20: H4649X100 (ASPH) S-19, D-24 MIRL 0.7% up SW

RWY 02: REIL. RWY 20: REIL.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 02: TORA-4649 TODA-4649 ASDA-4649 LDA-4649

RWY 14: TORA-6899 TODA-6899 ASDA-6329 LDA-6329

RWY 20: TORA-4649 TODA-4649 ASDA-4649 LDA-4649

RWY 32: TORA-6899 TODA-6899 ASDA-6899 LDA-6329

**AIRPORT REMARKS:** Attended 1200-0400Z+. Due to rwy crowning, apch ends of Rwy 02 and Rwy 20 are not visible from the opposite end of the rwy. ACTIVATE MIRL Rws 14-32 and 02-20, MALSR Rwy 14 VASI Rws 14 and 32, and REIL Rws 02, 20 and 32—CTAF.

**WEATHER DATA SOURCES:** ASOS 118.525 (620) 227-9721. HIWAS 108.2 DDC.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

RCO 122.35 (WICHITA RADIO)

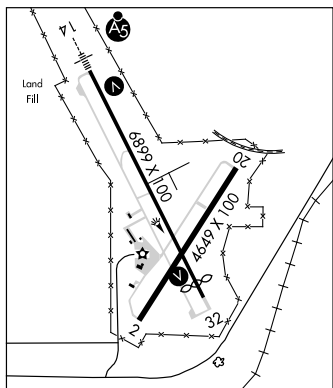
Ⓡ KANSAS CITY CENTER APP/DEP CON 125.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DDC.

(L) VORTACW 108.2 DDC Chan 19 N37°51.04' W100°00.34'

152° 5.6 NM to fld. 2565/8E. HIWAS.

ILS 111.7 1-DDC Rwy 14. Class IE.

**DUSTT** N38°44.32' W94°53.51' NOTAM FILE IXD.

KANSAS CITY

NDB (LOM) 368 IX 357° 5.5 NM to New Century Aircenter.

**EL DORADO** N37°46.77' W96°48.99' NOTAM FILE ICT.

KANSAS CITY

NDB (MHW) 383 EQA at Captain Jack Thomas/El Dorado. SHUTDOWN.

L-101, 15E

**EL DORADO****CAPTAIN JACK THOMAS/EL DORADO** (EQA) 3 SE UTC-6(-5DT) N37°46.45' W96°49.06'

KANSAS CITY

1380 B S4 FUEL 100LL, JET A, MOGAS NOTAM FILE ICT

L-101, 15E

RWY 04-22: H4204X75 (ASPH) S-18, D-23 HIRL

IAP

RWY 15-33: H4200X75 (CONC) S-12.5, D-12.5 HIRL

RWY 15: PAPI(P4L)—GA 3.0° TCH 25'. Trees.

RWY 33: PAPI(P4L)—GA 3.0° TCH 25'.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-0000Z+, Sun 1700-0000Z+. Avoid fit over prison north of arpt. ACTIVATE HIRL Rwy 15-33 and HIRL Rwy 04-22—122.9.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ WICHITA APP/DEP CON 134.8

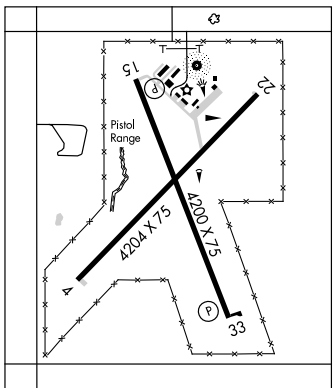
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

WICHITA (H) VORTACW 113.8 ICT Chan 85 N37°44.72'

W97°35.03' 080° 36.5 NM to fld. 1471/7E.

HIWAS.

EL DORADO NDB (MHW) 383 EQA N37°46.77' W96°48.99' at fld. SHUTDOWN.

**PATTY FLD** (9K6) 3 SE UTC-6(-5DT) N37°48.03' W96°47.94'

KANSAS CITY

1385 S4 NOTAM FILE ICT

RWY 18-36: 1800X60 (TURF)

RWY 18: Fence. RWY 36: Fence.

**AIRPORT REMARKS:** Unattended. Rwy 18 has trees at thld 30' right and left of centerline.**COMMUNICATIONS:** CTAF 122.9

APP CRS	Rwy Idg	<b>4204</b>
<b>038°</b>	TDZE	<b>1376</b>
	Apt Elev	<b>1378</b>

**GPS RWY 4**

EL DORADO/ CAPTAIN JACK THOMAS/EL DORADO (EQA)

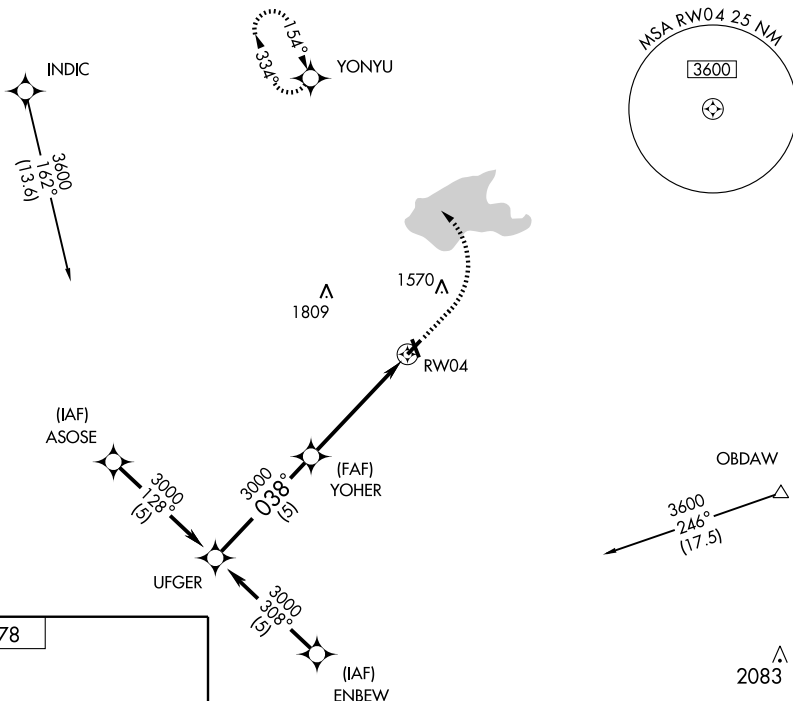
**NA** Use Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climb to 3000 then left turn direct YONYU WP and hold.

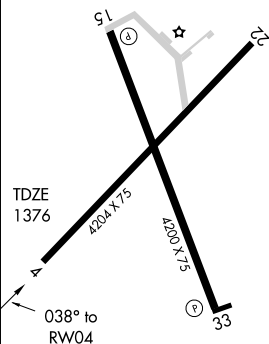
WICHITA APP CON  
**134.8 269.1**

UNICOM  
**122.8 (CTAF)**

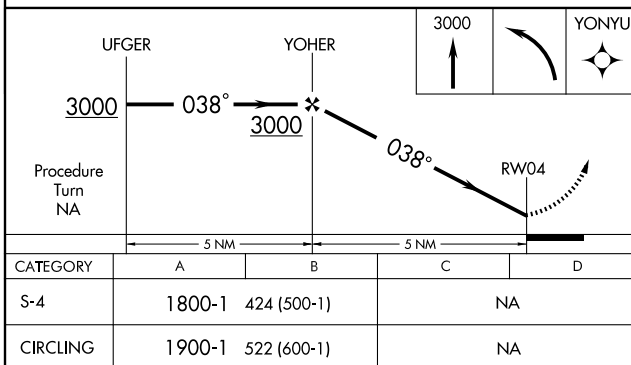
**122.9 0**



ELEV 1378



MIRL Rwy 15-33 **0**  
HIRL Rwy 4-22 and 15-33 **0**



APP CRS	Rwy Idg	<b>4200</b>
<b>154°</b>	TDZE	<b>1375</b>
	Apt Elev	<b>1378</b>

**GPS RWY 15**

EL DORADO/ CAPTAIN JACK THOMAS/EL DORADO (EQA)

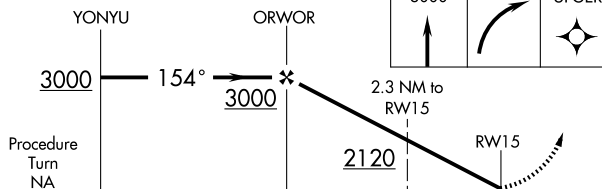
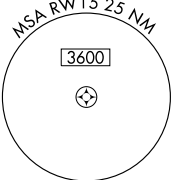
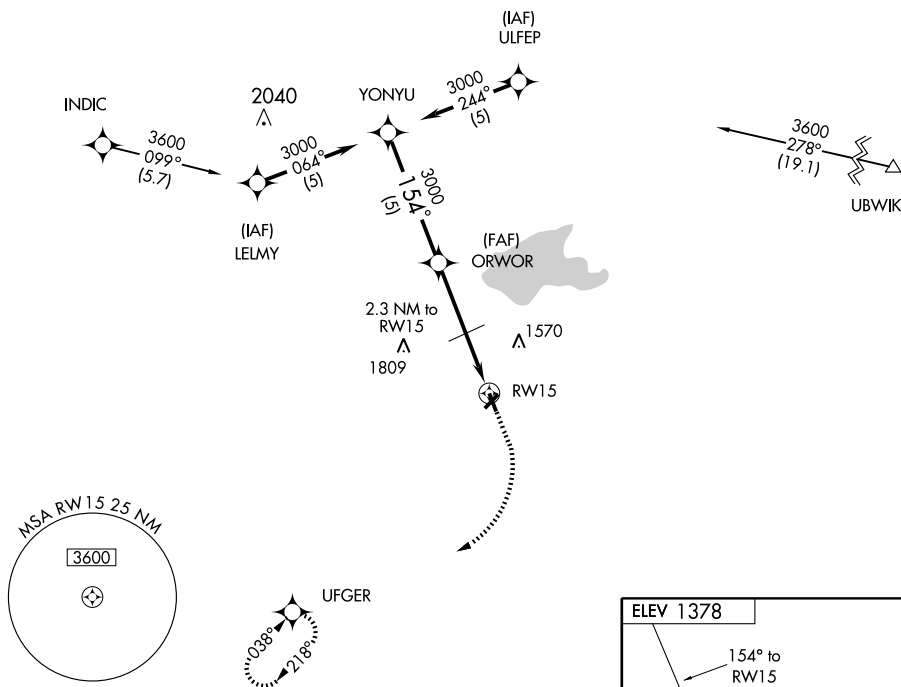
**NA** Use Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn direct  
UFGR WP and hold.

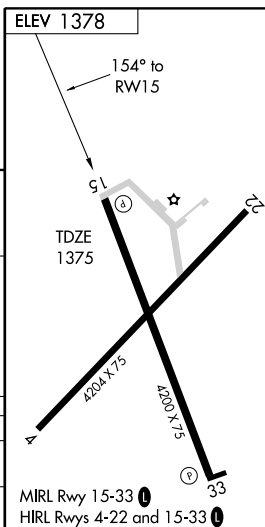
WICHITA APP CON  
**134.8 269.1**

UNICOM  
**122.8** (CTAF)

**122.9** **0**



CATEGORY	A	B	C	D
S-15	1880-1	505 (600-1)	NA	
CIRCLING	1900-1	522 (600-1)	NA	



MIRL Rwy 15-33 **0**  
HIRL Rwy 4-22 and 15-33 **0**

APP CRS	Rwy Idg	<b>4204</b>
<b>218°</b>	TDZE	<b>1378</b>
	Apt Elev	<b>1378</b>

**GPS RWY 22**

EL DORADO/ CAPTAIN JACK THOMAS/EL DORADO (EQA)

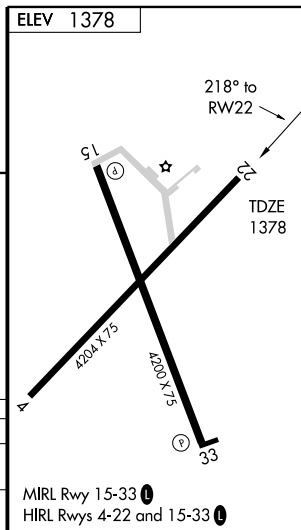
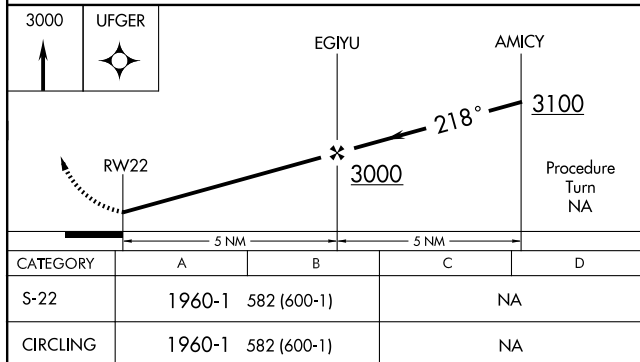
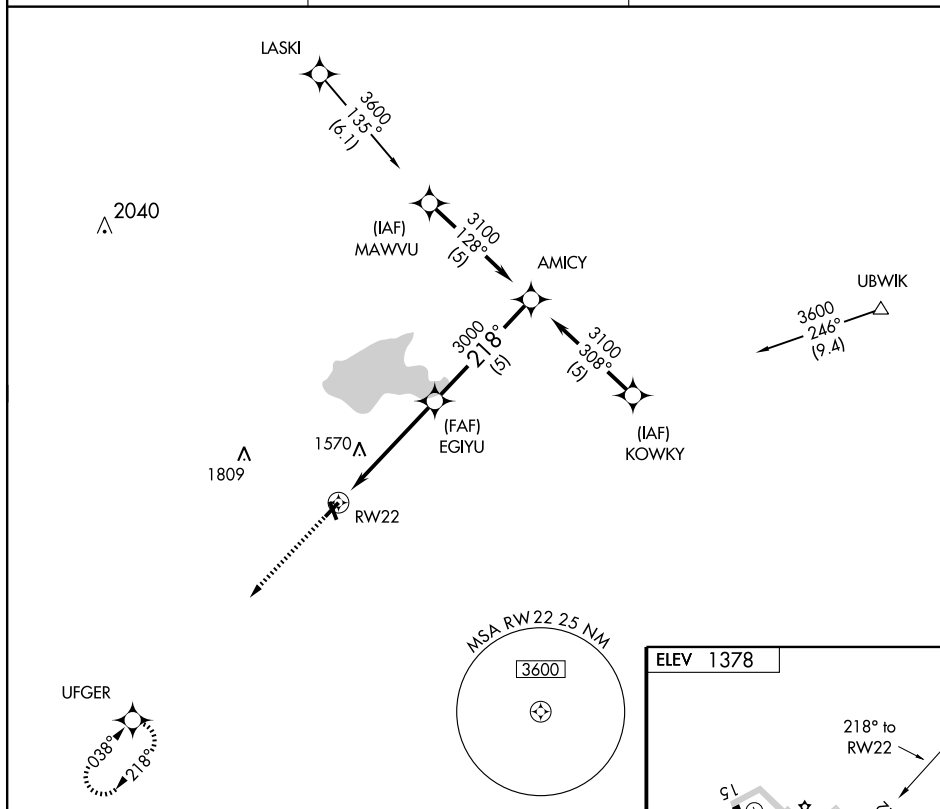
**NA** Use Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climb to 3000 direct UFGER WP and hold.

WICHITA APP CON  
**134.8 269.1**

UNICOM  
**122.8** (CTAF)

**122.9 0**





APP CRS **334°**  
 Rwy Idg **4200**  
 TDZE **1373**  
 Apt Elev **1378**

GPS RWY 33

EL DORADO/ CAPTAIN JACK THOMAS/EL DORADO (EQA)

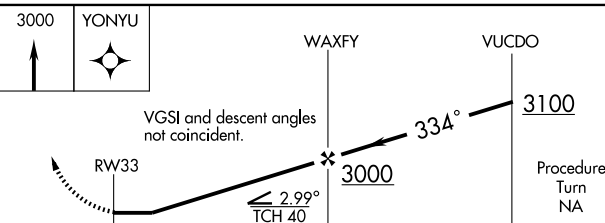
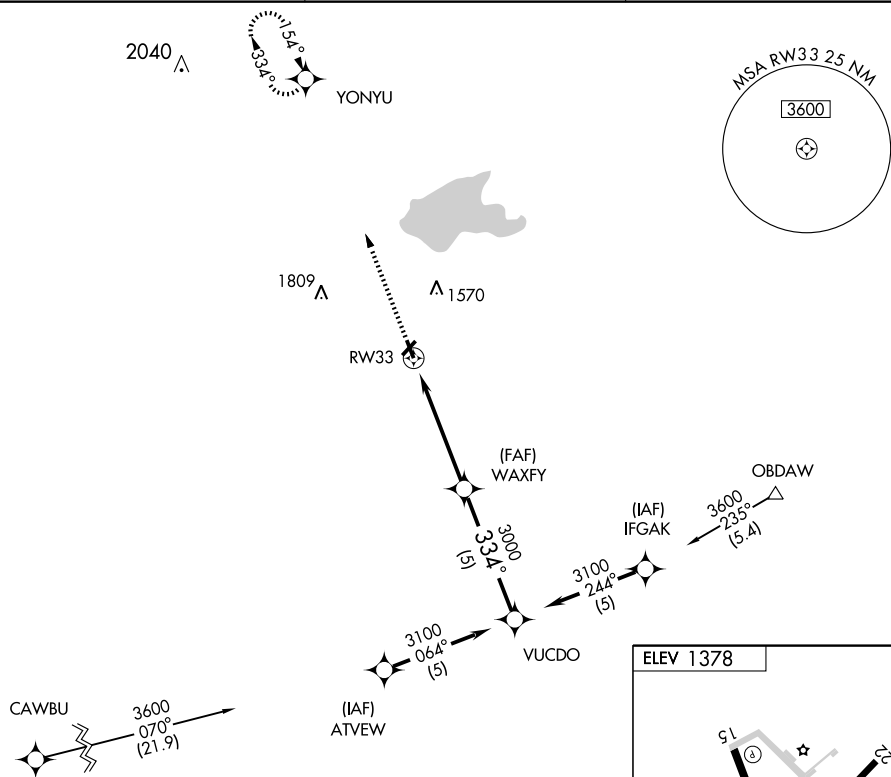
▲ NA Use Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climb to 3000 direct YONYU WP and hold.

WICHITA APP CON  
**134.8 269.1**

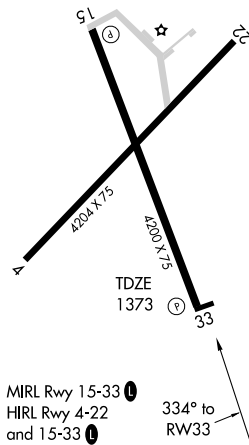
UNICOM  
**122.8 (CTAF)**

**122.9** 0



CATEGORY	A	B	C	D
S-33	1860-1	487 (500-1)	NA	
CIRCLING	1900-1	522 (600-1)	NA	

ELEV 1378



MIRL Rwy 15-33 0  
 HIRL Rwy 4-22  
 and 15-33 0



**ELKHART-MORTON CO** (EHA) 1 E UTC-6(-5DT) N37°00.05' W101°52.80'

WICHITA

3622 B FUEL 100LL NOTAM FILE EHA

L-15B

RWY 17-35: H4900X60 (ASPH) MIRL

IAP

RWY 17: PAPI(P4L)—GA 3.0° TCH 40'. Pole.

RWY 35: PAPI(P4L)—GA 3.0° TCH 44'. Road.

RWY 04-22: H4900X60 (ASPH) MIRL 0.6% up SW

RWY 04: PAPI(P4L)—GA 3.0° TCH 38'. Road.

RWY 22: PAPI(P4L)—GA 3.0° TCH 39'. Tower.

**AIRPORT REMARKS:** Unattended. For fuel call 620-697-4624. Rwy 22 controlling obstruction—pivot irrigation twr (moving when in operation). Rwy 17-35 and Rwy 04-22 rwy markings no longer exist due to overlay.

**WEATHER DATA SOURCES:** AWOS-1 118.025 (620) 697-4973.

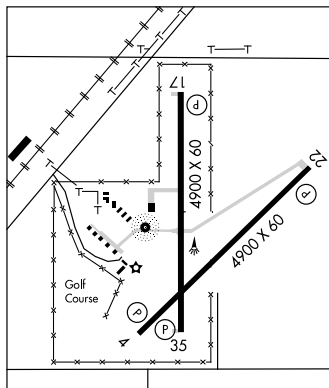
**COMMUNICATIONS:** CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 134.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LBL.

**LIBERAL (H) VORTACW** 112.3 LBL Chan 70 N37°02.66' W100°58.27' 256° 43.7 NM to fld. 2891/11E. **HIWAS.**

**NDB (MHW)** 377 EHA N37°00.07' W101°53.07' at fld. NOTAM FILE EHA.



**ELLINWOOD MUNI** (1K6) 2 NW UTC-6(-5DT) N38°22.37' W98°35.92'

WICHITA

1797 NOTAM FILE ICT

RWY 17-35: 2550X100 (TURF-GRVL)

RWY 17: Road.

RWY 08-26: 2150X150 (TURF)

RWY 08: Hill. RWY 26: Road.

**AIRPORT REMARKS:** Unattended. Rwy 08-26 and Rwy 17-35 very soft after rain. 2' ditch 200' from rwy end. NOTE: Special Notices Section—Model Rocket activity.

**COMMUNICATIONS:** CTAF 122.9

**ELLSWORTH MUNI** (9K7) 1 N UTC-6(-5DT) N38°45.02' W98°13.76'

WICHITA

1615 B FUEL 100LL NOTAM FILE 9K7

L-10H

RWY 17-35: H3919X48 (ASPH) MIRL

RWY 35: TRCV(TRIL) Thld dspcd 412'. Pole.

RWY 12-30: 2229X250 (TURF)

**AIRPORT REMARKS:** Unattended. For fuel after hrs call 785-472-4416.

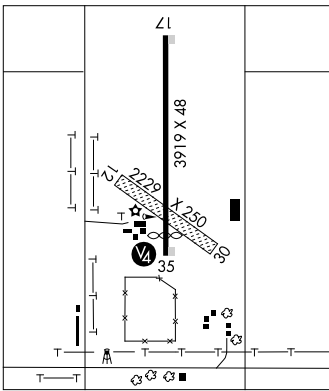
Fuel also avbl 24 hrs by credit card. Arpt public phone number 785-472-5608. ACTIVATE MIRL Rwy 17-35 and TRIL Rwy 35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.675 (785) 472-5609.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SLN.

**SALINA (H) VORTACW** 117.1 SLN Chan 118 N38°55.51' W97°37.28' 243° 30.4 NM to fld. 1315/7E. **HIWAS.**



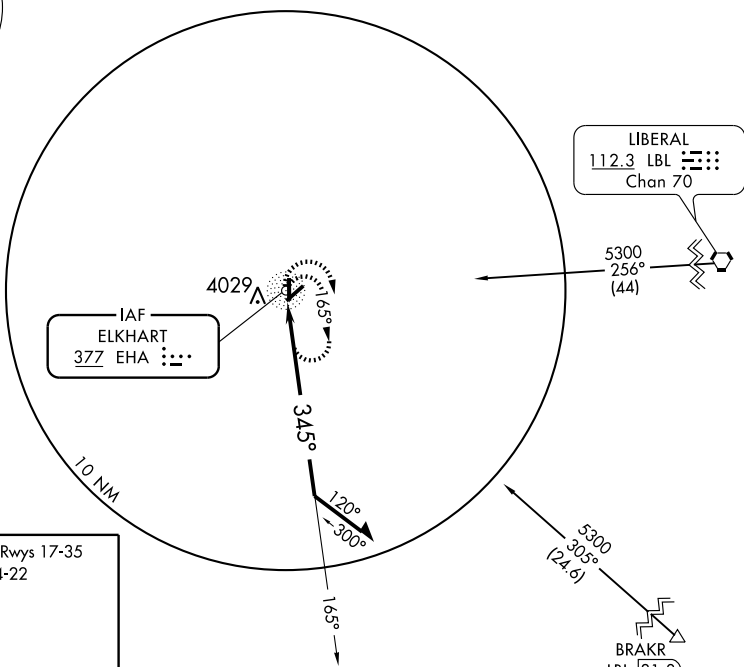
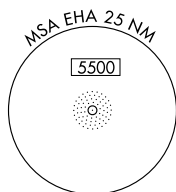
NDB RWY 35  
ELKHART-MORTON COUNTY (EHA)

When local altimeter setting not received, use Liberal altimeter setting and increase all MDA 220 feet, increase Cat A and B visibility  $\frac{1}{4}$  mile, and increase Cat C visibility  $\frac{1}{2}$  mile.

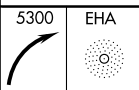
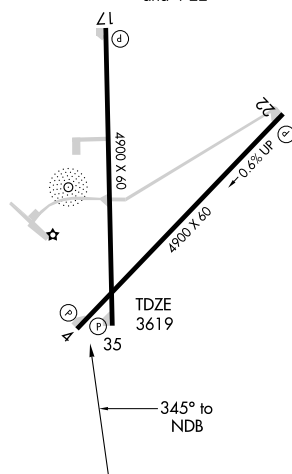
**MISSED APPROACH:** Climbing right turn to 5300 in EHA NDB holding pattern.

KANSAS CITY CENTER  
134.0 290.8

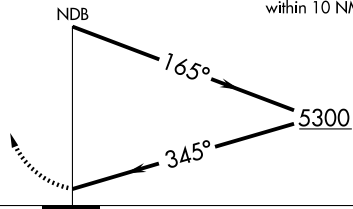
UNICOM  
122.8 (CTAF)



MIRL Rwy 17-35  
and 4-22



Remain  
within 10 NM

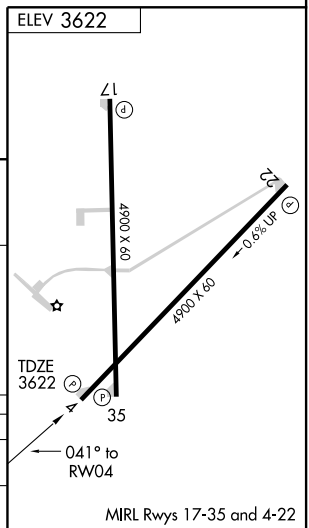
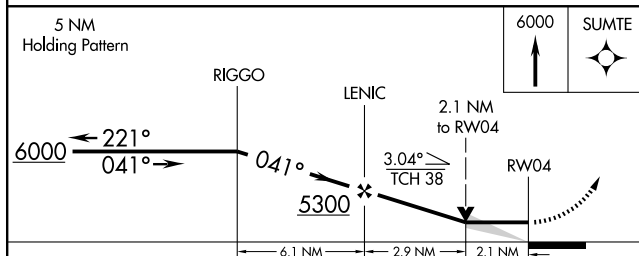
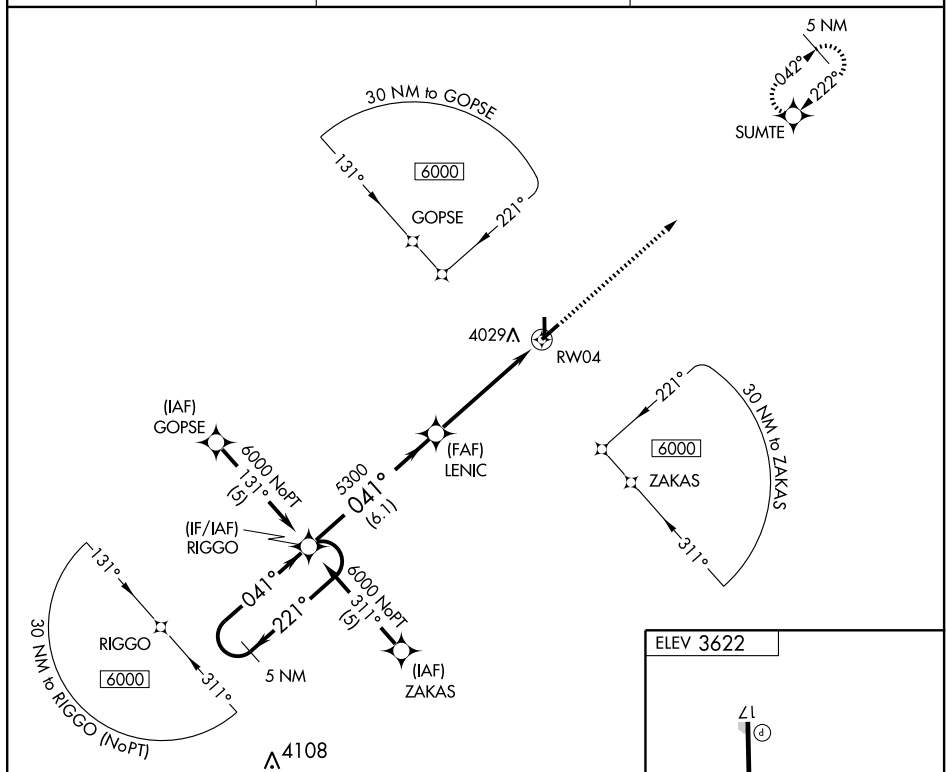


CATEGORY	A	B	C	D
S-35	4440-1 821 (900-1)	4440-1¼ 821 (900-1¼)	4440-2½ 821 (900-2½)	NA
CIRCLING	4440-1 818 (900-1)	4440-1¼ 818 (900-1¼)	4440-2½ 818 (900-2½)	NA

APP CRS  
**041°**Rwy Idg **4900**  
TDZE **3622**  
Apt Elev **3622****RNAV (GPS) RWY 4**  
ELKHART-MORTON COUNTY (EHA)

**▼** DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Liberal altimeter setting and increase all MDA 220 feet, increase Cats A/B visibility ¼ mile, and increase Cat C visibility ¾ mile. VDP NA when using Liberal altimeter setting.

MISSED APPROACH: Climb to 6000 direct SUMTE and hold.

AWOS-1  
**118.025**KANSAS CITY CENTER  
**134.0 290.8**UNICOM  
**122.8 (CTAF)**

CATEGORY	A	B	C	D
LNAV MDA	4340-1 718 (800-1)	4340-2 718 (800-2)	NA	NA
CIRCLING	4380-1 758 (800-1)	4380-1¼ 758 (800-1¼)	4380-2¼ 758 (800-2¼)	NA

ELKHART, KANSAS

Amdt 1 03JUN10

37°00'N-101°53'W

ELKHART-MORTON COUNTY (EHA)

**RNAV (GPS) RWY 4**

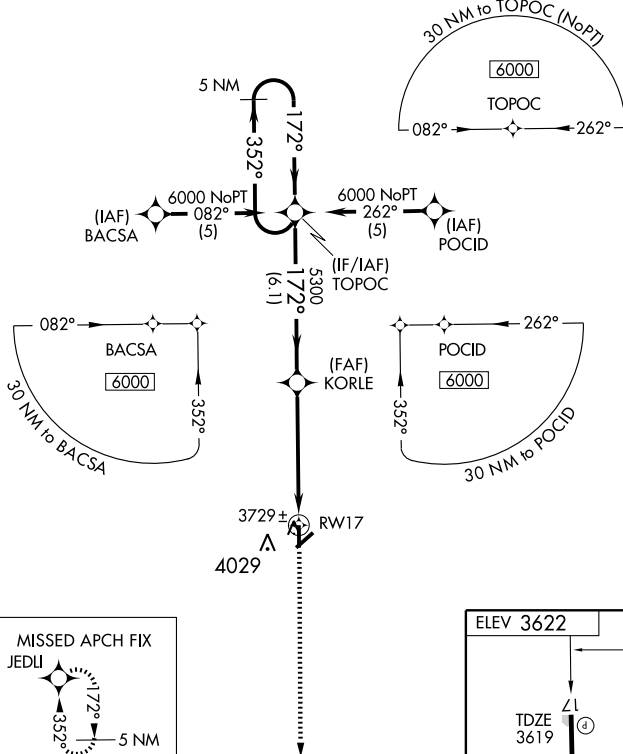
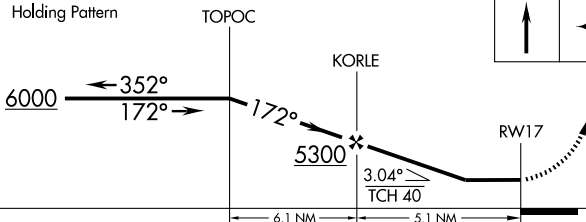
NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

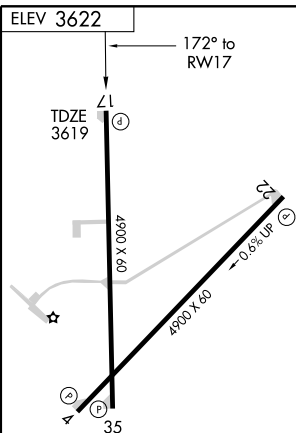
APP CRS  
**172°**Rwy Idg **4900**  
TDZE **3619**  
Apt Elev **3622****RNAV (GPS) RWY 17**  
ELKHART-MORTON COUNTY (EHA)

**▼** DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Liberal altimeter setting and increase all MDA 220 feet, increase LNAV Cat B and Circling Cat A/B visibility ¼ mile, LNAV Cat C and Circling Cat C visibility ¾ mile.

**MISSED APPROACH:** Climb to 6000 direct JEDLI and hold.

AWOS-1  
**118.025**KANSAS CITY CENTER  
**134.0 290.8**UNICOM  
**122.8** (CTAF)5 NM  
Holding Pattern

CATEGORY	A	B	C	D
LNAV MDA	4240-1 621 (700-1)	4240-1 ¾ 621 (700-1 ¾)	4240-1 ¾ 621 (700-1 ¾)	NA
CIRCLING	4380-1 758 (800-1)	4380-1 ¼ 758 (800-1 ¼)	4380-2 ¼ 758 (800-2 ¼)	NA



MIRL Rwy 17-35 and 4-22

APP CRS <b>221°</b>	Rwy Idg TDZE Apt Elev	<b>4900</b> <b>3614</b> <b>3622</b>
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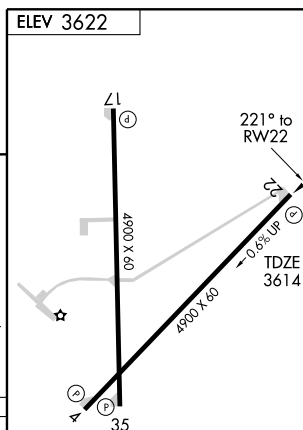
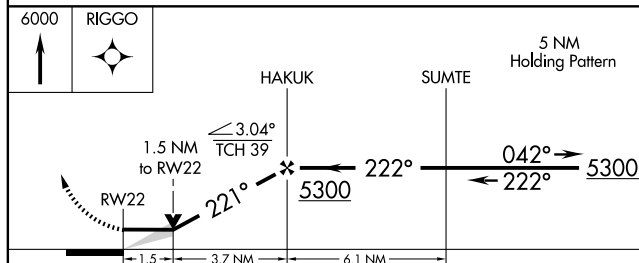
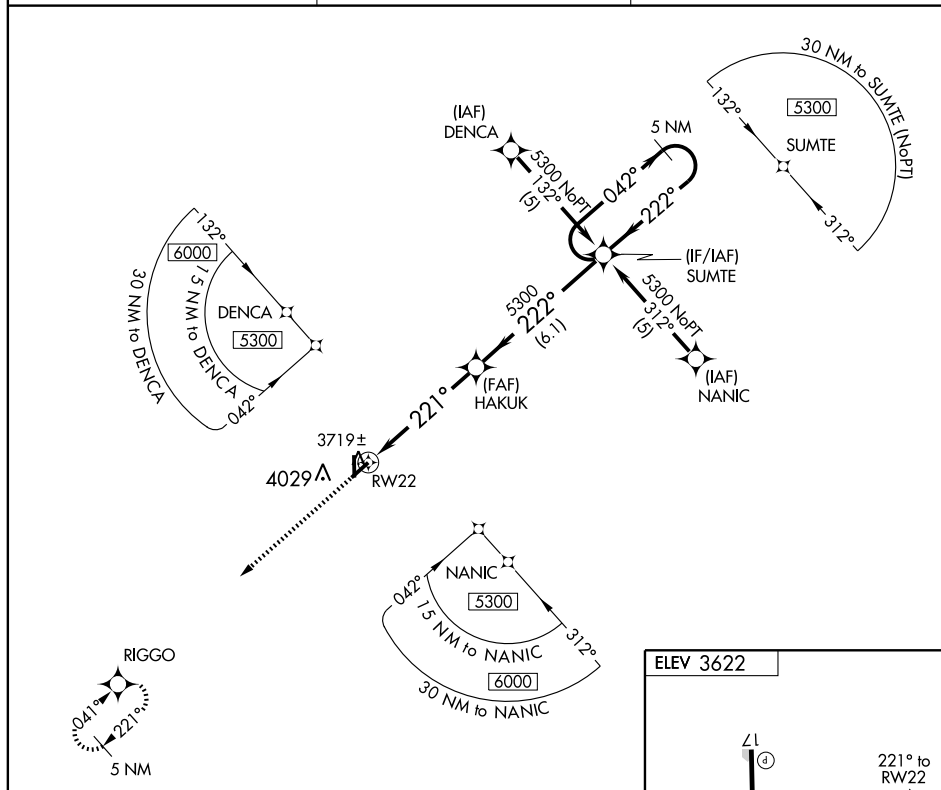
# RNAV (GPS) RWY 22

## ELKHART-MORTON COUNTY (EHA)

**A** local altimeter setting not received, use Liberal altimeter setting and increase all MDA 220 feet, increase Circling Cat A and B visibility  $\frac{1}{4}$  mile, and LNAV and Circling Cat C visibility  $\frac{3}{4}$  mile.

**MISSED APPROACH.**  
Climb to 6000 direct  
RIGGO and hold.

AWOS-1 <b>118.025</b>	KANSAS CITY CENTER <b>134.0 290.8</b>	UNICOM <b>122.8</b> (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	4100-1 486 (500-1)		4100-1¼ 486 (500-1¼)	NA
CIRCLING	4380-1 758 (800-1)	4380-1¼ 758 (800-1¼)	4380-2¼ 758 (800-2¼)	NA

MIRL Rwy 17-35 and 4-22

WAAS  
CH **50417**  
**W35A**

APP CRS  
**352°**

Rwy Idg **4900**  
TDZE **3619**  
Apt Elev **3622**

# RNAV (GPS) RWY 35

ELKHART-MORTON COUNTY (EHA)

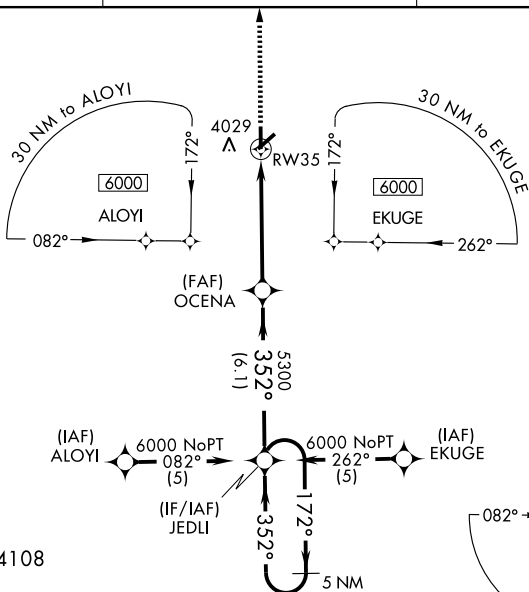
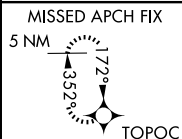
**▼** Baro-VNAV NA when using Liberal altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.  
**▲** Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Liberal altimeter setting and increase all DA 206 feet and all MDA 220 feet, increase LNAV and Circling Cats A/B visibility ¼ mile, LPV all Cats visibility ½ mile, LNAV/VNAV all Cats and Circling Cat C visibility ¾ mile, and LNAV Cat C visibility 1 mile.

**MISSED APPROACH:**  
Climb to 6000 direct TOPOC and hold.

AWOS-1  
**118.025**

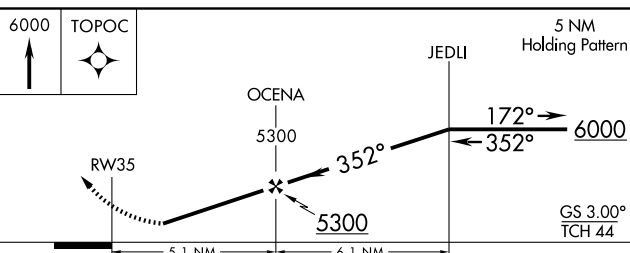
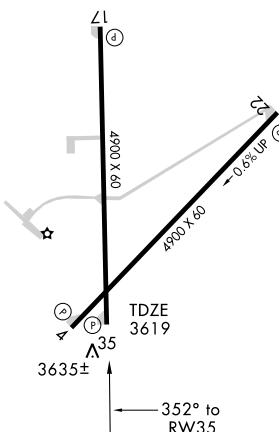
KANSAS CITY CENTER  
**134.0 290.8**

UNICOM  
**122.8 (CTAF)**



ELEV **3622**

MIRL Rwy 17-35 and 4-22



CATEGORY	A	B	C	D
LPV DA	3869-1	250 (300-1)		NA
LNAV/VNAV DA	4167-2	548 (600-2)		NA
LNAV MDA	4280-1	661 (700-1)	4280-1¾ 661 (700-1¾)	NA
CIRCLING	4380-1 758 (800-1)	4380-1¼ 758 (800-1¼)	4380-2¼ 758 (800-2¼)	NA



**EMPORIA MUNI** (EMP) 4 S UTC-6(-5DT) N38°19.83' W96°11.40'

KANSAS CITY

1208 B S4 FUEL 100LL, JET A, MOGAS NOTAM FILE EMP

L-101

RWY 01-19: H4999X100 (ASPH) S-30, D-45 MIRL

IAP

RWY 01: REIL. PAPI(P4L)—GA 3.0° TCH 52'. Tree.

RWY 19: REIL. PAPI(P4L)—GA 3.0° TCH 52'. Tree.

RWY 06-24: 3881X300 (TURF)

RWY 24: Road.

**AIRPORT REMARKS:** Attended 1330-0000Z. 24 hr fuel avbl for MOGAS & 100LL. Ultralight activity on and in/ovf arpt. Rwy 01-19 line of sight between rwy ends obstructed. Wind tee mast 31' above ground level located approximately 700' west of the 100' marker on Rwy 01. ASOS mast 27' AGL located approximately 700' west of Rwy 01-19 and 1,150' north of AER Rwy 01. Rwy 06-24 ends and edges marked with orange and white corrugated panels. Rwy 06-24 surface soft when wet. ACTIVATE PAPI and REIL Rwy 01 and 19—CTAF. ACTIVATE MIRL Rwy 01-19 after 0000Z—CTAF.

**WEATHER DATA SOURCES:** ASOS 126.125 (620) 343-3733. HIWAS 112.8 EMP.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

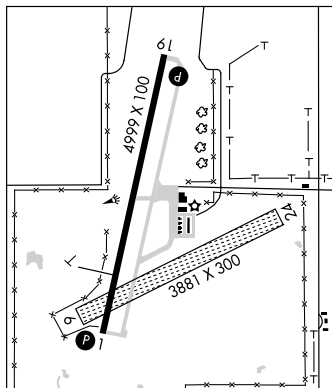
RCO 122.3 (WICHITA RADIO)

KANSAS CITY CENTER APP/DEP CON 127.725

**AIRSPACE:** CLASS E svc 1200-0400Z other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE EMP.

(L) VORTACW 112.8 EMP Chan 75 N38°17.47' W96°08.29'

306° 3.4 NM to fld. 1220/8E. HIWAS.

**EUREKA MUNI** (13K) 2 N UTC-6(-5DT) N37°51.09' W96°17.50'

KANSAS CITY

1206 B S4 FUEL 100LL, MOGAS NOTAM FILE ICT

L-101, 15E

RWY 18-36: H3503X60 (ASPH) S-8 LIRL (NSTD) 0.3% up NE

IAP

RWY 08-26: 2075X55 (TURF)

RWY 08: Fence. RWY 26: P-line.

**AIRPORT REMARKS:** Attended 1400-2300Z. Attendant after hrs on request. Wildlife on and in/ovf arpt. Rwy 08, white tires mark rwy end. Rwy 26, white tires mark rwy end.

**WEATHER DATA SOURCES:** AWOS-3 120.975 (620) 583-5442.**COMMUNICATIONS:** CTAF/UNICOM 122.8

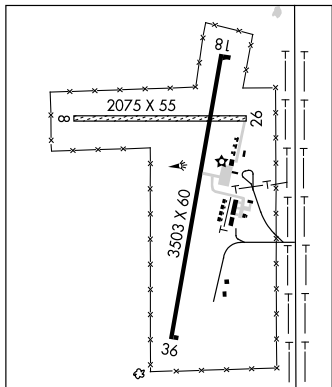
KANSAS CITY CENTER APP/DEP CON 120.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE EMP.

EMPORIA (L) VORTACW 112.8 EMP Chan 75 N38°17.47'

W96°08.29' 187° 27.3 NM to fld. 1220/8E.

HIWAS.

**FLORY** N38°40.89' W97°38.70' NOTAM FILE SLN.

WICHITA

NDB (LOM) 344 SL 350° 6.6 NM to Salina Muni.

**FORBES FLD** (See TOPEKA)**FORT LEAVENWORTH** N39°22.10' W94°54.88'

KANSAS CITY

RCO 122.35 (WICHITA RADIO)

L-10J.

WAAS CH <b>97704</b> <b>W01A</b>	APP CRS <b>007°</b>	Rwy Idg TDZE Apt Elev	<b>4999</b> <b>1208</b> <b>1208</b>
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# RNAV (GPS) RWY 1

EMPORIA MUNI (EMP)



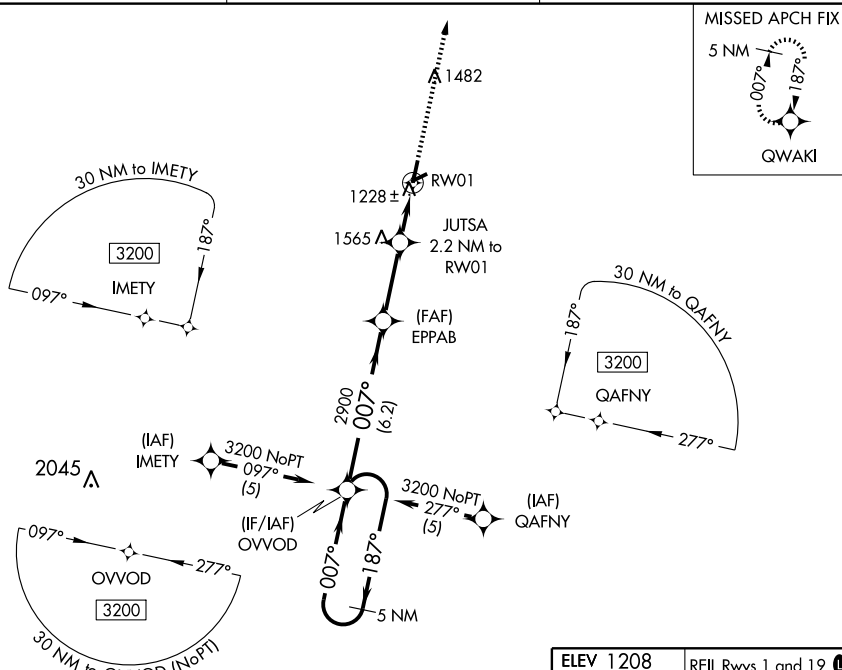
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
For uncompensated BARO-VNAV systems, LNAV/VNAV NA  
below -17°C (2°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 3200  
direct QWAKI and hold.

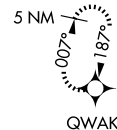
ASOS  
**126.125**

KANSAS CITY CENTER  
**127.725 270.25**

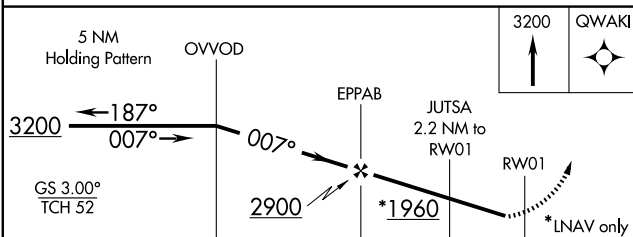
UNICOM  
**122.8 (CTAF) 1**



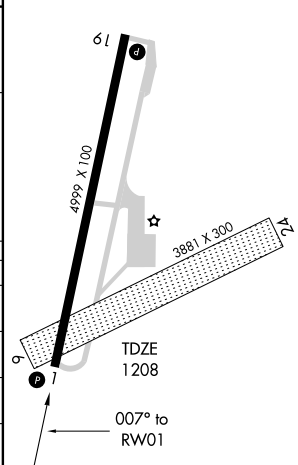
MISSED APCH FIX



ELEV 1208 REIL Rwy 1 and 19 1  
MIRL Rwy 1-19 1



CATEGORY	A	B	C	D
LPV DA	1458-1	250 (300-1)		NA
LNAV/VNAV DA	1642-1½	434 (500-1½)		NA
LNAV MDA	1620-1	412 (500-1)	1620-1¼ 412 (500-1¼)	NA
CIRCLING	1660-1	452 (500-1)	1660-1½ 452 (500-1½)	NA





VORTAC EMP <b><u>112.8</u></b> Chan <b>75</b>	APP CRS <b>306°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1208</b>
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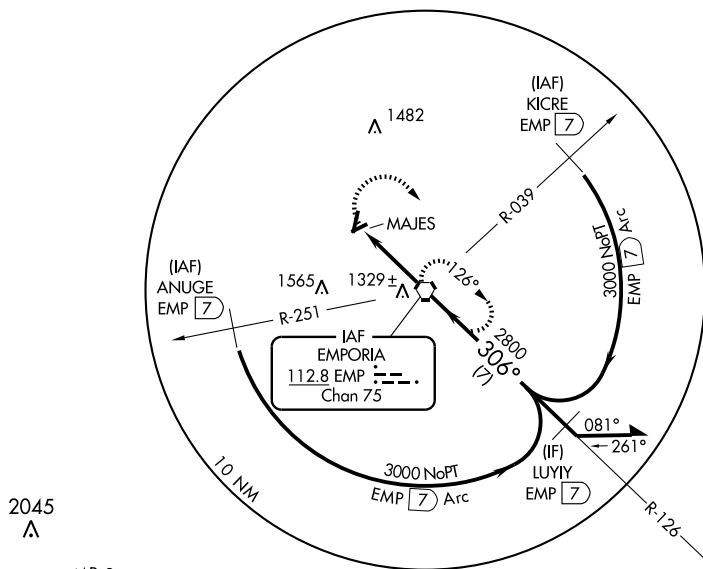
VOR-A  
EMPORIA MUNI (EMP)

**T** CAUTION: North/south drag strip 1 mile east of Rwy 1-19.

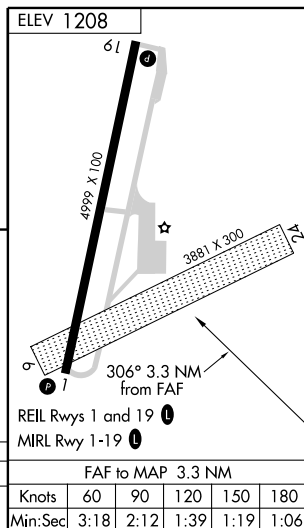
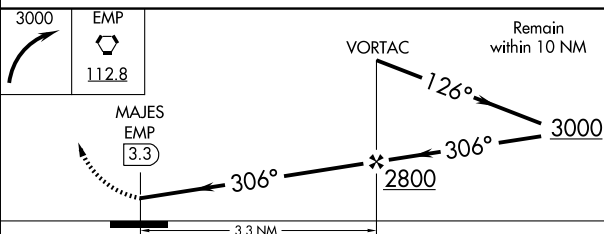
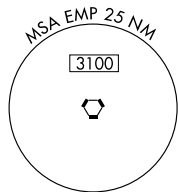
**MISSED APPROACH:** Climbing right turn to 3000 direct EMP VORTAC and hold, continue climb-in-hold to 3000.

ASOS  
126.125

KANSAS CITY CENTER  
127.725 270.25

UNICOM  
122.8 (CTAF) **L**

2045  
A



EMPORIA, KANSAS

Amdt 14 09239

EMPORIA MUNI (EMP)

VOR-A

38° 20' N-96° 11' W

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2: 23 SEP 2010 to 21 OCT 2010

**EMPORIA MUNI** (EMP) 4 S UTC-6(-5DT) N38°19.83' W96°11.40'

1208 B S4 FUEL 100LL, JET A, MOGAS NOTAM FILE EMP

RWY 01-19: H4999X100 (ASPH) S-30, D-45 MIRL

RWY 01: REIL. PAPI(P4L)—GA 3.0° TCH 52'. Tree.

RWY 19: REIL. PAPI(P4L)—GA 3.0° TCH 52'. Tree.

RWY 06-24: 3881X300 (TURF)

RWY 24: Road.

**AIRPORT REMARKS:** Attended 1330-0000Z. 24 hr fuel avbl for MOGAS & 100LL. Ultralight activity on and in/ov arpt. Rwy 01-19 line of sight between rwy ends obstructed. Wind tee mast 31' above ground level located approximately 700' west of the 100' marker on Rwy 01. ASOS mast 27' AGL located approximately 700' west of Rwy 01-19 and 1,150' north of AER Rwy 01. Rwy 06-24 ends and edges marked with orange and white corrugated panels. Rwy 06-24 surface soft when wet. ACTIVATE PAPI and REIL Rwy 01 and 19—CTAF. ACTIVATE MIRL Rwy 01-19 after 0000Z—CTAF.

**WEATHER DATA SOURCES:** ASOS 126.125 (620) 343-3733. HIWAS 112.8 EMP.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.3 (WICHITA RADIO)

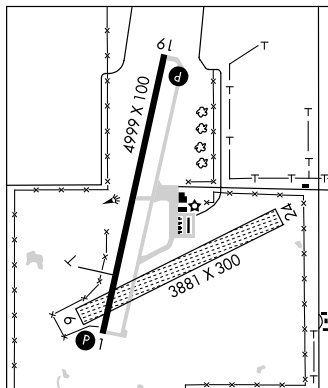
KANSAS CITY CENTER APP/DEP CON 127.725

**AIRSPACE:** CLASS E svc 1200-0400Z other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE EMP.

(L) VORTACW 112.8 EMP Chan 75 N38°17.47' W96°08.29'

306° 3.4 NM to fld. 1220/8E. HIWAS.



**EUREKA MUNI** (13K) 2 N UTC-6(-5DT) N37°51.09' W96°17.50'

1206 B S4 FUEL 100LL, MOGAS NOTAM FILE ICT

RWY 18-36: H3503X60 (ASPH) S-8 LIRL (NSTD) 0.3% up NE

RWY 08-26: 2075X55 (TURF)

RWY 08: Fence. RWY 26: P-line.

**AIRPORT REMARKS:** Attended 1400-2300Z. Attendant after hrs on request. Wildlife on and in/ov arpt. Rwy 08, white tires mark rwy end. Rwy 26, white tires mark rwy end.

**WEATHER DATA SOURCES:** AWOS-3 120.975 (620) 583-5442.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

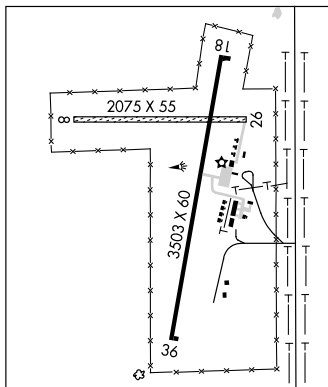
KANSAS CITY CENTER APP/DEP CON 120.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE EMP.

EMPORIA (L) VORTACW 112.8 EMP Chan 75 N38°17.47'

W96°08.29' 187° 27.3 NM to fld. 1220/8E.

HIWAS.



**FLORY** N38°40.89' W97°38.70' NOTAM FILE SLN.

NDB (LOM) 344 SL 350° 6.6 NM to Salina Muni.

WICHITA

**FORBES FLD** (See TOPEKA)

**FORT LEAVENWORTH** N39°22.10' W94°54.88'

RCO 122.35 (WICHITA RADIO)

KANSAS CITY

L-10J.

APP CRS **185°**  
Rwy Idg **3503**  
TDZE **1206**  
Apt Elev **1206**

# RNAV (GPS) RWY 18

EUREKA MUNI (13K)



Obtain local altimeter on CTAF; when not received, use Wichita altimeter setting.



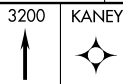
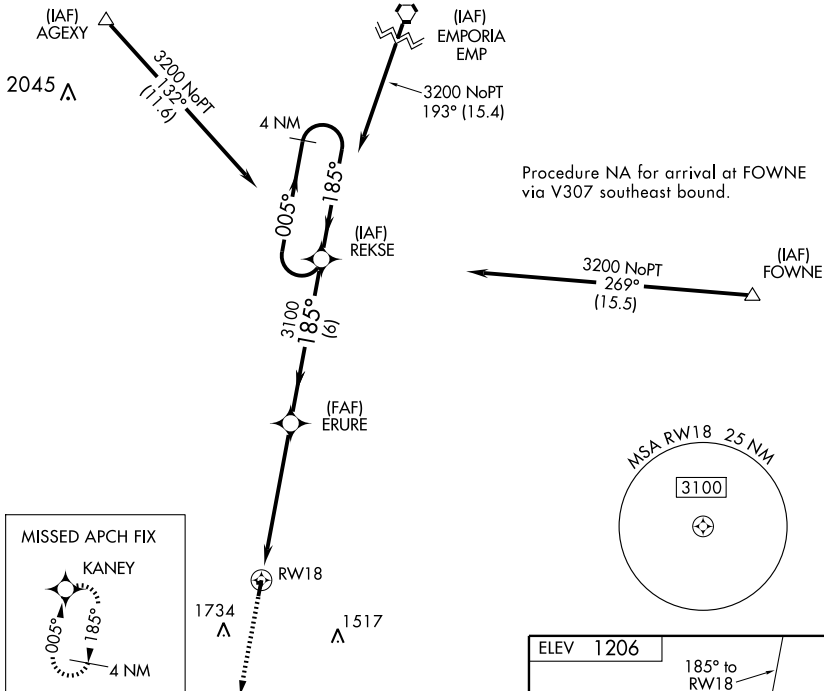
Circling NA at night to Rwy 8, 26, 36  
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing to 3200 direct KANEY and hold.

AWOS-3  
**120.975**

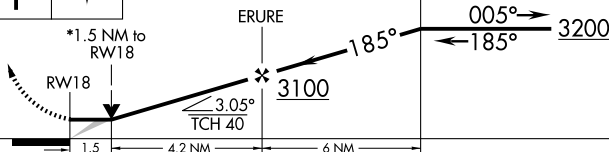
KANSAS CITY CENTER  
**120.2 323.2**

UNICOM  
**122.8 (CTAF)**

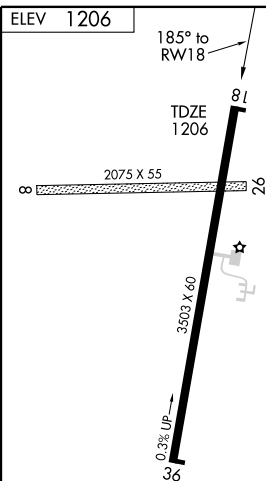


\*VDP NA with Wichita altimeter setting.

REKSE 4 NM Holding Pattern



CATEGORY	A	B	C	D
RNAV MDA	1720-1 514 (600-1)		1720-1½ 514 (600-1½)	NA
CIRCLING	1720-1 514 (600-1)		1720-1½ 514 (600-1½)	NA
WICHITA ALTIMETER SETTING MINIMUMS				
RNAV MDA	1860-1 654 (700-1)		1860-1¾ 654 (700-1¾)	NA
CIRCLING	1860-1 654 (700-1)		1860-1¾ 654 (700-1¾)	NA



LIRL Rwy 18-36

VORTAC EMP <b>112.8</b> Chan <b>75</b>	APP CRS <b>187°</b>	Rwy Idg <b>3503</b> TDZE <b>1206</b> Apt Elev <b>1206</b>
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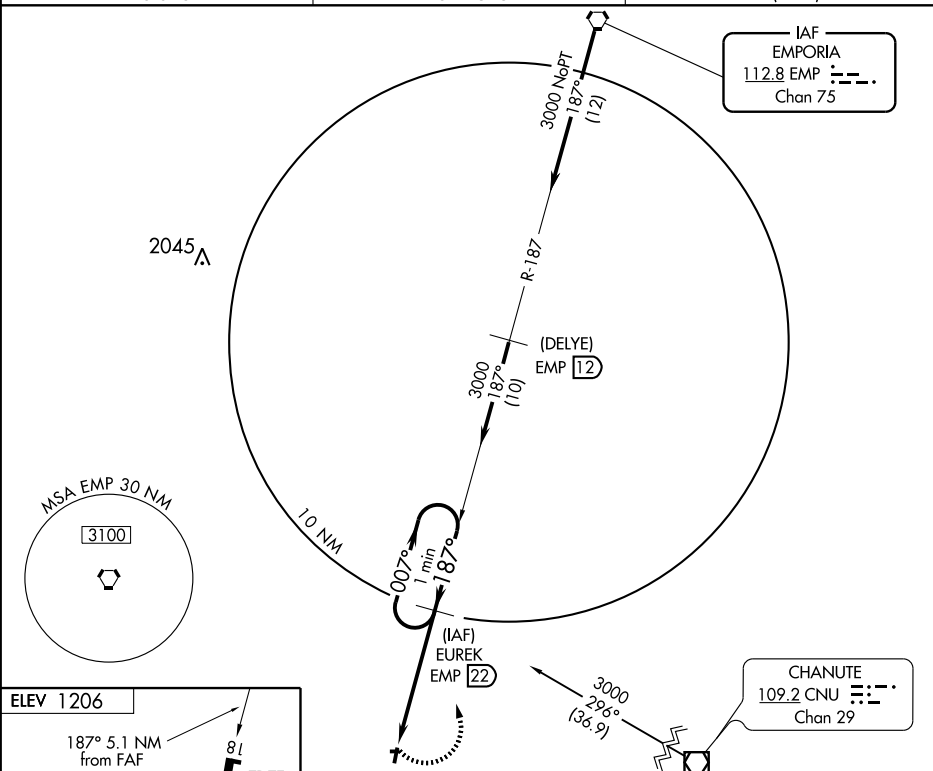
VOR/DME RWY 18  
EUREKA MUNI (13K)

<b>T</b>	Obtain local altimeter on CTAF; when not received,
<b>A NA</b>	use Wichita altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 via EMP R-187 to EUREK 22 DME and hold.

AWOS-3  
120.975

KANSAS CITY CENTER  
120.2 323.2

UNICOM  
122.8 (CTAF)

ELEV 1206

187° 5.1 NM  
from FAF

TDZE  
1206

LIRL Rwy 18-36

Knots	60	90	120	150	180
Min:Sec					

Diagram illustrating the EUREK EMP signal structure and minimum settings for S-18 and CIRCLING modes.

The diagram shows a 3000 MHz signal with a 187° phase shift and a 3.25° TCH 40 offset. A 5.1 NM distance is indicated. The signal is labeled EUREK EMP 22 and 27.1.

One Minute Holding Pattern

3000

007°

187°

3000

187°

3.25°

TCH 40

5.1 NM

CATEGORY	A	B	C	D
S-18	1700-1 494 (500-1)	1700-1¼ 494 (500-1¼)	1700-1½ 494 (500-1½)	NA
CIRCLING	1700-1 494 (500-1)	1700-1¼ 494 (500-1¼)	1700-1½ 494 (500-1½)	NA

WICHITA ALTIMETER SETTING MINIMUMS

S-18	1900-1 694 (700-1)	1900-1¼ 694 (700-1¼)	1900-2 694 (700-2)	NA
CIRCLING	1940-1 734 (800-1)	1940-1¼ 734 (800-1¼)	1940-2 734 (800-2)	NA

EUREKA, KANSAS

Amdt 2A 08157

37°51'N-96°17'W

EUREKA MUNI (13K)

VOR/DME RWY 18

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

**MARION MUNI** (43K) 2 SE UTC-6(-5DT) N38°20.25' W96°59.50'

KANSAS CITY

1390 B FUEL 100LL, MOGAS NOTAM FILE ICT

RWY 03-21: 2745X95 (TURF)

RWY 03: Fence. RWY 21: P-line.

RWY 13-31: 2722X50 (TURF)

RWY 13: Trees.

RWY 17-35: H2573X40 (ASPH) LIRL

RWY 18-36: 2310X67 (TURF)

RWY 18: Fence.

**AIRPORT REMARKS:** Unattended. Rwy 03-21 is slightly rough. Rwy 03 Controlling Obstruction the proximity of the fence to the Rwy establishes the controlling obstruction. The 35' to 40' trees directly behind would be more of a concern for approaching acft. Rwy 17-35 has extensive cracking. Rwy 18-36 thld delineated with yellow painted tires. Rwy 03-21 and Rwy 13-31 edges marked with yellow painted tires.

**COMMUNICATIONS:** CTAF 122.9**MARK HOARD MEM** (See LEOTI)**MARSHALL AAF** (FORT RILEY) (FRI)(KFRI) A 3 NE UTC-6(-5DT)

KANSAS CITY

N39°03.16' W96°45.87'

1065 B NOTAM FILE ICT Not insp.

L-101

RWY 04-22: H4503X100 (CONC) PCN 37 R/B/W/T HIRL

DIAP

RWY 04: ODALS. Rgt tfc.

**MILITARY REMARKS:** Opr Mon 1300Z- Sat 0530Z- except holidays. **RSTD** 24 hr PPR for all acft. Ctc Base OPS DSN 856-2530, C785-239-2530. Parking pad D12 clsd. **CAUTION** Rotary wing acft opr with minimum lgt SS-SR.

Migratory birds vicinity of afld. Surface winds from north are 10-15 knots below apch winds on Rwy 04. **TFC PAT** Left and rgt. Rotary wing 1800(735) fixed wing 2600(1535). **MARSHALL RADIO** Opr Mon 1400 thru Sat 0530Z- exc weekends and hol. Ctc prior to entry R3602A/B 118.375 247.00 **MISC** No hangar transient acft. Base Ops FAX DSN 856-2745 C785-239-2745.

**COMMUNICATIONS:** CTAF 126.2 248.65 ATIS 121.025 Mon-Sat 1400-0530Z- exc holidays.

Ⓡ **MARSHALL AAF GCA APP/DEP CON** 121.25 254.35 (Mon 1300Z- Sat 0530Z- exc holidays)

Ⓡ **KANSAS CITY CENTER APP/DEP CON** 127.35 257.97 (Sat 0530Z- Mon 1300Z- exc holidays)

**TOWER** 126.2 248.65 (Mon-Sat 1400Z-0530Z- exc holidays) **GND CON** 140.2 229.4

CLNC DEL 119.65

**PMSV METRO** 343.5 Full svc Mon-Fri during afld hr, ltd svc OT. Weekday Wx opr hr may vary with local flying schedule. Wx DSN 856-6562, C785-239-6562. Afld Wx is monitored by AN/FMQ-19. Observation avbl at DSN 856-3634, C785-239-9328. Wx observation obstructed 090°-180° by hills and buildings. Remote brief svc avbl 26 OWS. Barksdale AFB DSN 781-4775, C318-456-4775, toll free 1-866-223-9328.

**VFR ADVISORY SVC** 126.2 248.65 (Mon-Fri 1300-1400Z- and Sat 1400-0530Z-, except holidays; other times CTAF.) **OPS** 40.55

**AIRSPACE:** CLASS D svc Mon-Sat 1400-0530Z-, except weekends and holidays, other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

**FORT RILEY (T) VORW** 109.4 FRI N38°58.21' W96°51.66' 036° 6.7 NM to fld. VOR unmonitored Sat 0530-1400Z- and holidays. VOR unusable 282°-292°.


**CAVALRY NDB (MHW)** 314 CVY N39°01.56' W96°47.67' 035° 2.1 NM to fld. NOTAM FILE FRI. NDB unmonitored Sat-Mon 0530-1400Z- and holidays.

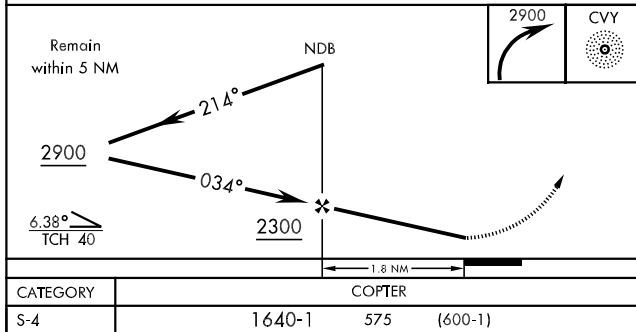
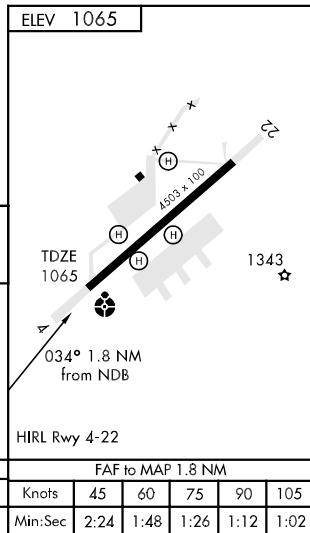
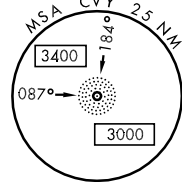
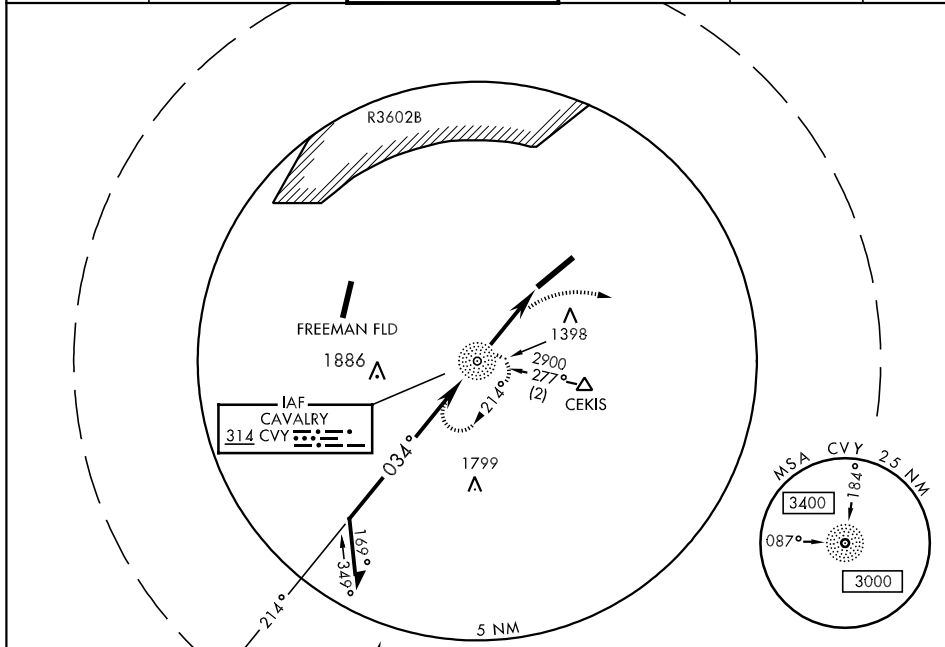


NDB CVY <b>314</b>	APCH CRS <b>034°</b>	Rwy Idg <b>4503</b> TDZE <b>1065</b> Arpt Elev <b>1065</b>
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AL-155 [USA]

MARSHALL AAF (KFRI)

▼ Visibility reduction by helicopters NA			ODALS 	MISSED APPROACH: Climbing right turn to 2900 direct CVY NDB and hold.		
ATIS ★ 121.025	MARSHALL GCA ★ 121.25 245.35	MARSHALL TOWER ★ 126.2 (CTAF) 248.65	GND CON 140.20 229.4	CLNC DEL 119.65	ASR/PAR	



FORT RILEY, KANSAS		39°03'N-96°46'W		MARSHALL AAF (KFRI)	
Amdt 1 10238		COPTER NDB RWY			

FORT RILEY, KANSAS

39°03'N-96°46'W

MARSHALL AAF (KFRI)

Amdt 1 10238

COPTER NDB RWY 4

APCH CRS <b>044°</b>	Rwy Idg TDZE Arpt Elev	<b>4503</b> <b>1065</b> <b>1065</b>
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AL-155 [USA]

MARSHALL AAF (KFRI)

**▼** \* Circling not authorized NW of Rwy 4-22.

**▲** NA Visibility reduction by helicopters NA

ODALS

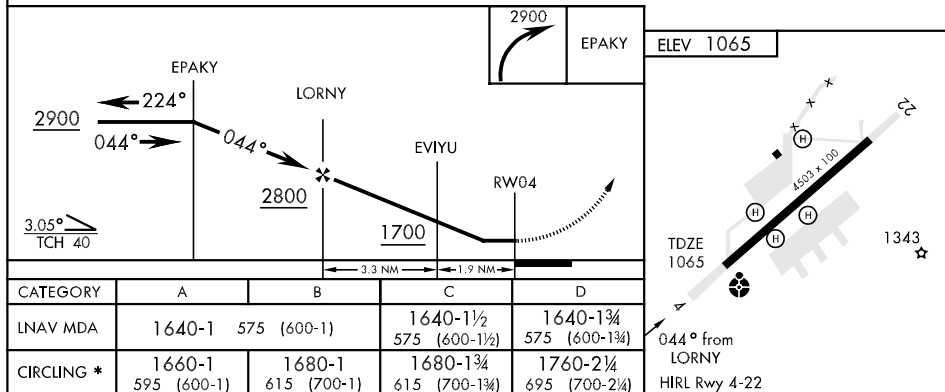
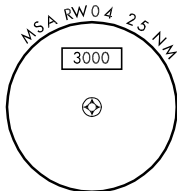
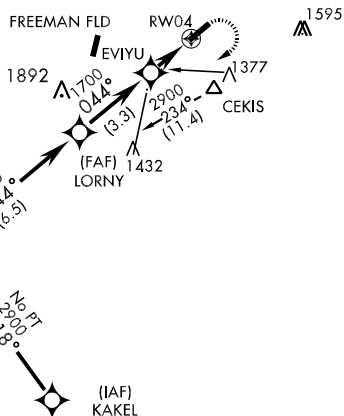
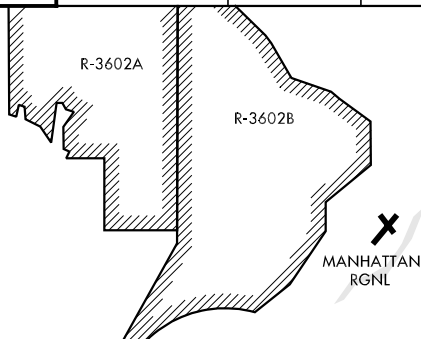


MISSED APPROACH: Climbing right turn to 2900 direct EPACY and hold.

ATIS ★ <b>121.025</b>	MARSHALL GCA ★ <b>121.25 245.35</b>	MARSHALL TOWER ★ <b>126.2 (CTAF) 248.65</b>	GND CON <b>140.20 229.4</b>	CLNC DEL <b>119.65</b>	ASR/PAR
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DME/DME RNP -0.3 NA

Procedure NA for arrival at CEKIS via V4-508 eastbound.



FORT RILEY, KANSAS

39°03'N-96°46'W

MARSHALL AAF (KFRI)

Orig 10238

RNAV (GPS) RWY 4

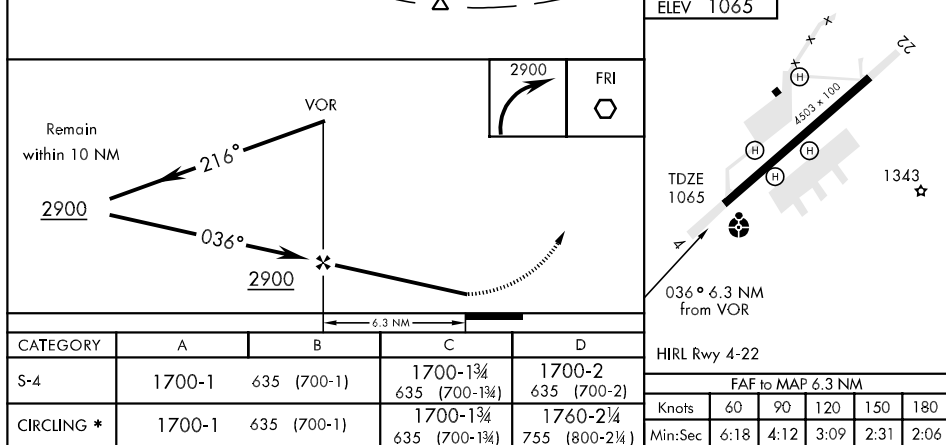
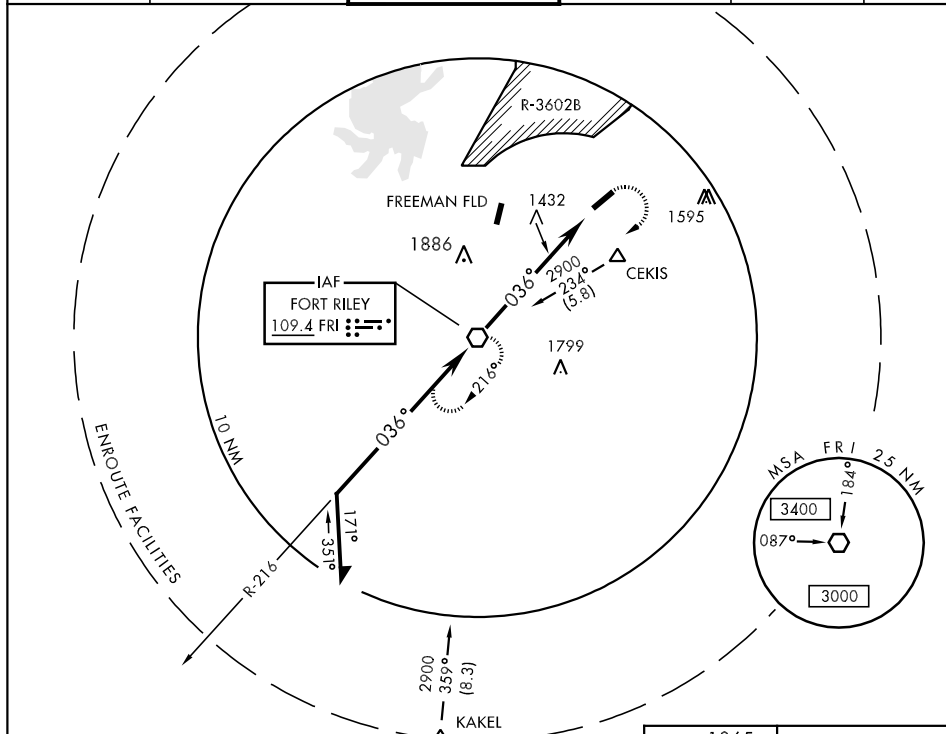
VOR FRI <b>109.4</b>	APCH CRS <b>036°</b>	Rwy Idg <b>4503</b> TDZE <b>1065</b> Arpt Elev <b>1065</b>
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AL-155 [USA]

MARSHALL AAF (KFRI)

<b>T</b> Visibility reduction by helicopters NA * Circling not authorized NW of Rwy 4-22.		MISSED APPROACH: Climbing right turn to 2900 direct FRI VOR and hold.
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ATIS ★ <b>121.025</b>	MARSHALL GCA ★ <b>121.25 245.35</b>	MARSHALL TOWER ★ <b>126.2 (CTAF) 248.65</b>	GND CON <b>140.20 229.4</b>	CLNC DEL <b>119.65</b>	ASR/PAR
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FORT RILEY, KANSAS

39° 03'N-96° 46'W

MARSHALL AAF (KFRI)

Amdt 18 10238

VOR RWY 4

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

## FORT LEAVENWORTH

SHERMAN AAF (FLV)(KFLV) CIV/MIL 3 N UTC-6(-5DT) N39°22.10' W94°54.88'

KANSAS CITY

772 B FUEL 100LL, JET A, A1+ TPA—See Remarks NOTAM FILE ICT

H-5C, L-10J, A

RWY 15-33: H5905X100 (ASPH-CONC) S-32, D-39, 2D-97, 2D/2D-99 PCN 31 F/C/W/T HIRL IAP

RWY 15: PAPI(P4L)—GA 3.0° TCH 40'. Thld dsplcd 586'. Trees.

RWY 33: PAPI(P4L)—GA 3.0° TCH 41'. Trees. Rgt t/c.

MILITARY SERVICE: FUEL J8 (Mil) Avbl 1330-2230Z±, 24 hr PPR. Svc other times only for code 4 and above. General aviation fuel avbl 1500-2200Z±, other times by request.

AIRPORT REMARKS: Attended Mon-Fri 1500-0200Z±. Limited svc after hrs and Federal holidays. General aviation ramp attended 1500-2200Z±, call 913-651-0111. Fuel avbl 1500-0200Z± and after hrs by request. General aviation ramp associated with City of Leavenworth. Joint use airfield, FBO attended Mon-Fri 1500-2200Z±; All others by prior arrangements. Caution wildlife on rwy. Numerous migratory birds on and invof aprt Apr-Oct. Calm wind use Rwy 15. ACTIVATE HIRL Rwy 15-33 and PAPI Rwy 15 and Rwy 33 and twy lghts—CTAF.

MILITARY REMARKS: Opr Mon-Fri 1330-2230Z±. Limited scv other times and Federal holidays. RSTD Military ramp 48 hour PPR, call DSN 552-6045 or C913-684-6045. No hazardous cargo. TFC PAT Rotary wing acft 1470(698), fixed wing acft 1800(1028). MISC Base Ops attended Mon-Fri 1330-2230Z±, except holidays, other times code 4 and above by PPR. No tran alert, lavatory svc or de-ice capability. All acft with code 4 or above ctc Sherman Base OPS (126.2/140.50) at least 20 min prior to ldg. Civilian acft on non-government business use City of Leavenworth ramp Inc C913-651-0111 on south end of fld opr 1500-2200Z±.

COMMUNICATIONS: CTAF 126.2

FORT LEAVENWORTH RCO 122.35 255.4 (WICHITA RADIO)

⑧ KANSAS CITY APP/DEP CON 124.7 (191°-009°) 126.6 (010°-190°) 318.1

RADIO AIDS TO NAVIGATION: NOTAM FILE MKC.

KANSAS CITY (H) VORTAC 113.25 MCI Chan 79Y N39°17.12' W94°44.22' 296° 9.6 NM to fld. 1017/5E. HIWAS.

HUGGY NDB (LOM) 416 RN N39°18.12' W94°51.07' 318° 5.0 NM to fld. NOTAM FILE MCI. Unmonitored.



## FORT RILEY (See MARSHALL AAF)

FORT RILEY N38°58.21' W96°51.66' NOTAM FILE ICT.

KANSAS CITY

VORW 109.4 FRI 036° 6.7 NM to Marshall AAF.

L-10I

VOR unmonitored Mon-Sat 0530-1400Z± and holidays. VOR unusable 282°-292°.

FORT SCOTT MUNI (FSK) 4 SW UTC-6(-5DT) N37°47.90' W94°46.16'

KANSAS CITY

918 B FUEL 100LL, JET A1 + TPA—1718(800) NOTAM FILE ICT

L-10J, 16F

RWY 18-36: H4403X75 (ASPH) S-12.5 MIRL 0.3% up S

IAP

RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 39'.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 39'. Road.

AIRPORT REMARKS: Attended 1400-2300Z±, closed Sun Oct-Apr. Deer fence around airport perimeter. Ground drops rapidly 250' fm rwy end. ACTIVATE MIRL Rwy 18-36, VASI Rwy 18, PAPI Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF. NOTE: See Special Notices Section—Aerobic Practice Areas.

WEATHER DATA SOURCES: AWOS-3 124.425 (620) 223-0655.

COMMUNICATIONS: CTAF/UNICOM 122.8

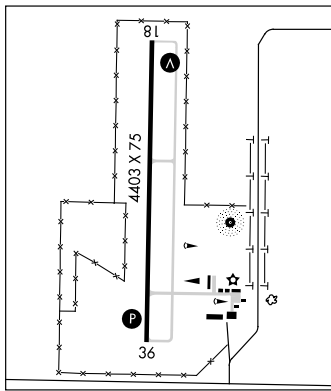
KANSAS CITY CENTER APP/DEP CON 125.55

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

BUTLER (H) VORTAC 115.9 BUM Chan 106 N38°16.33' W94°29.29' 198° 31.4 NM to fld. 890/7E. HIWAS.

NDB (MHW) 379 FSK N37°47.81' W94°45.93' at fld.

NOTAM FILE ICT.





WAAS CH <b>50404</b> <b>W18A</b>	APP CRS <b>176°</b>	Rwy Idg TDZE Apt Elev	<b>4403</b> <b>914</b> <b>918</b>
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## RNAV (GPS) RWY 18

FORT SCOTT MUNI (FSK)

**▽** If local altimeter setting not received, use Chanute altimeter setting and increase all DAs 93 feet and all MDAs 100 feet. BARO-VNAV NA when using Chanute altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

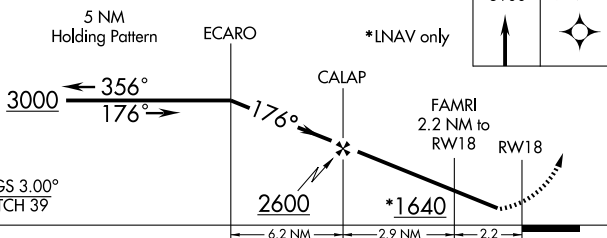
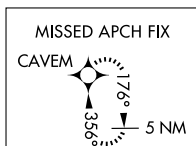
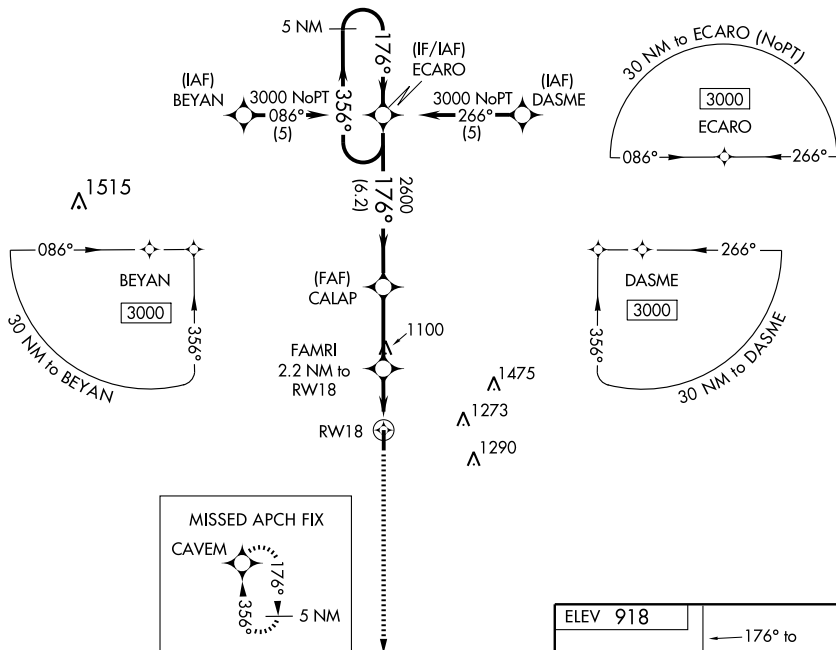
**▲ NA**

MISSED APPROACH: Climb to 3100 direct CAVEM and hold.

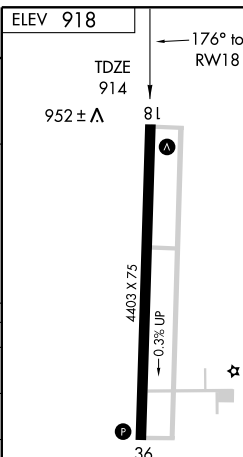
AWOS-3  
**124.425**

KANSAS CITY CENTER  
**125.55 327.0**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LPV DA		1164-1	250 (300-1)	
LNAV/VNAV DA		1212-1	298 (300-1)	
LNAV MDA		1220-1	306 (400-1)	
CIRCLING	1280-1 362 (400-1)	1380-1 462 (500-1)	1380-1½ 462 (500-1½)	1480-2 562 (600-2)



REIL Rwy 18 and 36 **0**  
MIRL Rwy 18-36 **0**

WAAS CH <b>56504</b> W36A	APP CRS <b>356°</b>	Rwy Idg <b>4403</b> TDZE <b>918</b> Apt Elev <b>918</b>
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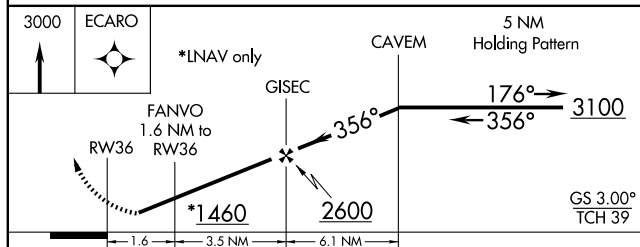
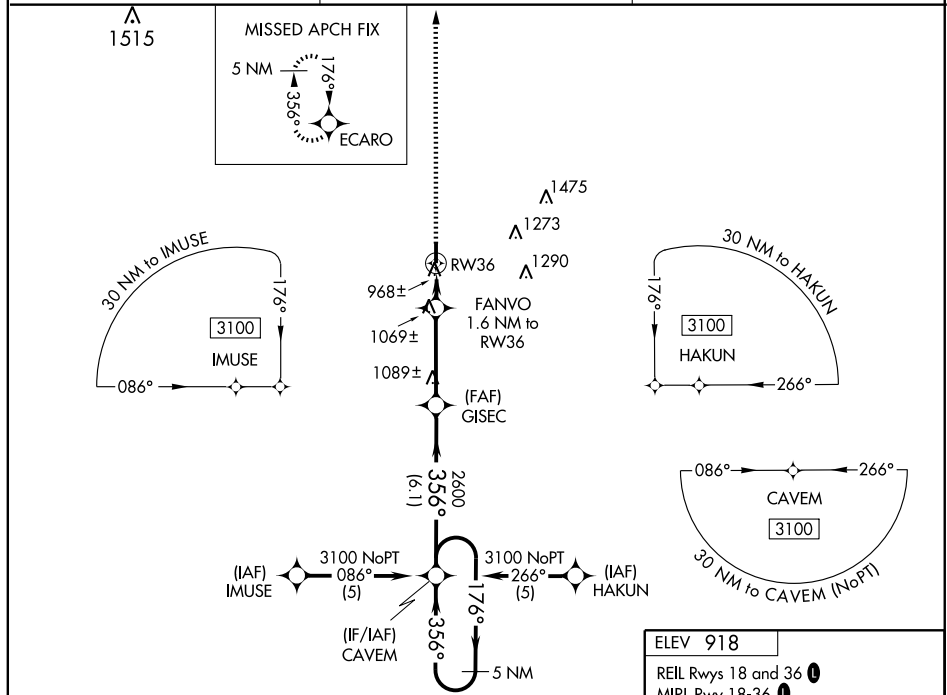
## RNAV (GPS) RWY 36

FORT SCOTT MUNI (FSK)

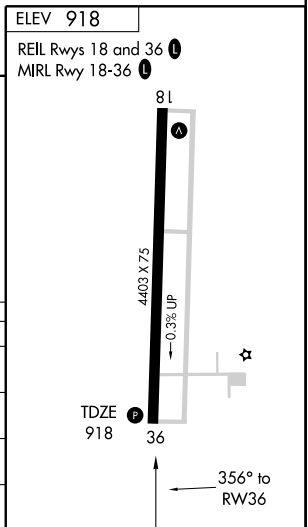
**T** If local altimeter setting not received, use Chanute altimeter setting and increase all DAs 93 feet and all MDAs 100 feet. BARO-VNAV NA when using Chanute altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 3000 direct ECARO and hold.

AWOS-3 <b>124.425</b>	KANSAS CITY CENTER <b>125.55 327.0</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	1189-1 271 (300-1)			
LNAV/ VNAV DA	1240-1¼ 322 (400-1¼)			
LNAV MDA	1320-1 402 (500-1)		1320-1¼ 402 (500-1¼)	
CIRCLING	1320-1 402 (500-1)	1380-1 462 (500-1)	1380-1½ 462 (500-1½)	1480-2 562 (600-2)



## AIRPORT DIAGRAM

AL-491 (FAA)

GARDEN CITY RGNL (GCK)  
GARDEN CITY, KANSAS

ASOS  
121.325  
GARDEN CITY TOWER ★  
118.15 254.4  
GND CON  
119.0

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

VAR 6.6° E

FIELD  
ELEV  
2891

HS 1

RWY 12-30  
S-48, D-60  
RWY 17-35  
S-76, D-91, 2S-114, 2D-125

ELEV  
2877

ELEV  
2889

7300 X 100

HS 2

HS 3

ELEV  
2878

HANGARS

HANGARS

GENERAL AVIATION  
PARKING

TERMINAL

TWR

TERMINAL  
RAMP

2941

308.8°

100°44'W

100°43'W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

## AIRPORT DIAGRAM

GARDEN CITY, KANSAS  
GARDEN CITY RGNL (GCK)

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010



**FOWLER** (18K) 0 E UTC-6(-5DT) N37°23.06' W100°11.17'

WICHITA

2483 NOTAM FILE ICT

RWY 03-21: 2310X100 (TURF)

RWY 03: Road. RWY 21: Road.

**AIRPORT REMARKS:** Unattended. Rwy 03 +28' poles lighted p-line approximately 450' S of SW end of rwy. Rwy 03-21 marked with small red reflectors, solar lights and red cones.

**COMMUNICATIONS:** CTAF 122.9

**FREDONIA** (1K7) 2 N UTC-6(-5DT) N37°34.84' W95°50.23'

KANSAS CITY

880 B TPA-1680(800) NOTAM FILE ICT

L-15E

RWY 17-35: H4579X45 (CONC) LIRL

RWY 17: Trees. RWY 35: Road.

**AIRPORT REMARKS:** Unattended. Rwy 17 NSTD small basic markings.

Rwy 35 NSTD small basic markings. Wildlife on and invof arpt.

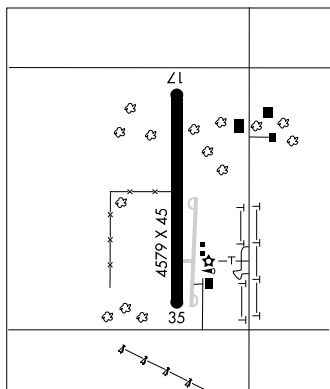
Rotating bcn OTS indef.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CNU.

CHANUTE (L) VORW/DME 109.2 CNU Chan 29 N37°37.57'

W95°35.61' 252° 11.9 NM to fld. 1080/5E.



**FREEMAN FLD** (See JUNCTION CITY)

**FUROR** N38°56.12' W94°44.28' NOTAM FILE OJC.

KANSAS CITY

NDB (LOM) 526 OJ 176° 5.3 NM to Johnson Co Executive.

**GARDEN CITY RGNL** (GCK) 8 SE UTC-6(-5DT) N37°55.65' W100°43.47'

WICHITA

2891 B S4 FUEL 100LL, JET A OX 2 Class II, ARFF Index A NOTAM FILE GCK

H-5B, L-106, 15C

RWY 17-35: H7300X100 (CONC) S-76, D-91, 2S-114, 2D-125 HIRL

IAP, AD

RWY 17: REIL. VASI(V4L)—GA 3.0° TCH 39'.

RWY 35: MALSR. VASI(V4L)—GA 3.0° TCH 40'.

RWY 12-30: H5700X100 (CONC) S-48, D-60 MIRL

RWY 12: REIL. PAPI(P2L)—GA 3.0°.

RWY 30: REIL. PAPI(P2L)—GA 3.0°.

**AIRPORT REMARKS:** Attended dawn-0300Z±. For svc after hrs call 620-275-5055 or 620-275-1311. CLOSED to unscheduled air carrier ops with more than 30 passengers seats except PPR 48 hrs call arpt manager 620-276-1190/ 620-290-3810. Air carrier ops are not authorized in excess of 15 mins before or after scheduled arrival/departure times without prior coordination with arpt manager and confirmation that ARFF is avbl prior to ldg or tkf. Rwy 35 designated the calm wind rwy. ACTIVATE MIRL Rwy 12-30, HIRL Rwy 17-35, REIL Rwy 17, Rwy 12, Rwy 30 and MALSR Rwy 35—CTAF. PAPI Rwy 12 and 30 on 24 hrs.

**WEATHER DATA SOURCES:** ASOS 121.325 (620) 275-0803. LAWRS (1300-0300Z±).

**COMMUNICATIONS:** CTAF 118.15 UNICOM 122.95

RCO 122.45 (WICHITA RADIO)

Ⓡ KANSAS CITY CENTER APP/DEP CON 125.2

TOWER 118.15 (1300-0300Z±) GND CON 119.0

**AIRSPACE:** CLASS D SVC 1300-0300Z± other times CLASS E.

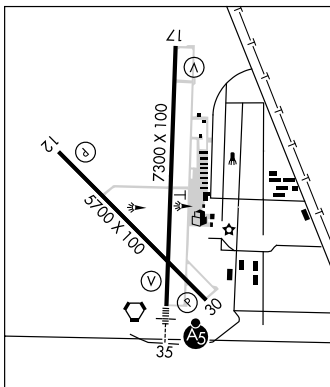
**RADIO AIDS TO NAVIGATION:** NOTAM FILE GCK.

(H) VORTACW 113.3 GCK Chan 80 N37°55.14' W100°43.50' at fld. 2877/11E.

PIEVE NDB (MHW/LOM) 347 GC N37°49.74' W100°43.46' 351° 5.9 NM to fld. Unmonitored.

ILS 109.9 I-GCK Rwy 35. Class IB LOM PIEVE NDB.

**COMM/NAV/WEATHER REMARKS:** FSS communications unreliable below 4400' at 40 NM.



## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DODGE CITY, KS		
DODGE CITY RGNL (DDC)	HS 1	Ramp is in close proximity to rwys.
GARDEN CITY, KS		
GARDEN CITY RGNL (GCK)	HS 1	Back taxi required for full length Rwy 12.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
	HS 3	Twy A leads to int or Rwy 30.
GRAND ISLAND, NE		
CENTRAL NEBRASKA RGNL (GRI)	HS 1	Twy B crosses Rwy 17.
	HS 2	Twy C crosses Rwy 17 at the ramp.
HUTCHINSON, KS		
HUTCHINSON MUNI (HUT)	HS 1	Complex twy/rwy crossings.
	HS 2	Close proximity rwy boundary markings.
LIBERAL, KS		
LIBERAL MID-AMERICA RGNL (LBL)	HS 1	Multiple rwys and twys intersect in small area.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
LINCOLN, NE		
LINCOLN (LNK)	HS 1	Complex int of rwys and twys.
	HS 2	Apch holding position on twy near run up area.
MANHATTAN, KS		
MANHATTAN RGNL (MHK)	HS 1	Terminal ramp at Twy D intersects with Rwy 03-21.
	HS 2	Twy A intersects with Rwy 13-31.
OLATHE, KS		
JOHNSON COUNTY EXECUTIVE (OJC)	HS 1	Twy crosses rwy.
	HS 2	Unusual holding position.
OLATHE, KS		
NEW CENTURY AIRCENTER (IXD)	HS 1	Complex twy/rwy int.
	HS 2	Military ramp near twy.
	HS 3	Complex twy/rwy ints in area of limited twr visibility.
OMAHA, NE		
EPPLEY AIRFIELD (OMA)	HS 1	Complex twy int.
	HS 2	Rwy safety area in close proximity to ramp.
	HS 3	Rwy safety area in close proximity to ramp.
SALINA, KS		
SALINA MUNI (SLN)	HS 1	Twy E int departures Rwy 17-35.
	HS 2	Twy B intersects Rwy 12-30 and Rwy 17-35. Close proximity rwy boundary hold markings.
TOPEKA, KS		
FORBES FIELD (FOE)	HS 1	Twy A turns southwest to access the apch end of Rwy 03.
	HS 2	Twy A turns south to apch end Rwy 03. Not visible from twr.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

## HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
TOPEKA, KS		
PHILIP BILLARD MUNI (TOP)	HS 1	Ramp area and twy int in close proximity to rwys.
WICHITA, KS		
WICHITA MID-CONTINENT (ICT)	HS 1	Confusing ramp exit/entrance.
	HS 2	Twy/rwy crossing.
	HS 3	Confusing twy/rwy int.

\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-GCK	APP CRS	Rwy Idg	<b>7300</b>
<b><u>109.9</u></b>	<b>352°</b>	TDZE	<b>2884</b>
		Apt Elev	<b>2890</b>

ILS RWY 35  
GARDEN CITY RGNL (GCK)



For inoperative MALSR, increase S-LOC 35  
Cat D visibility to 1 mile.



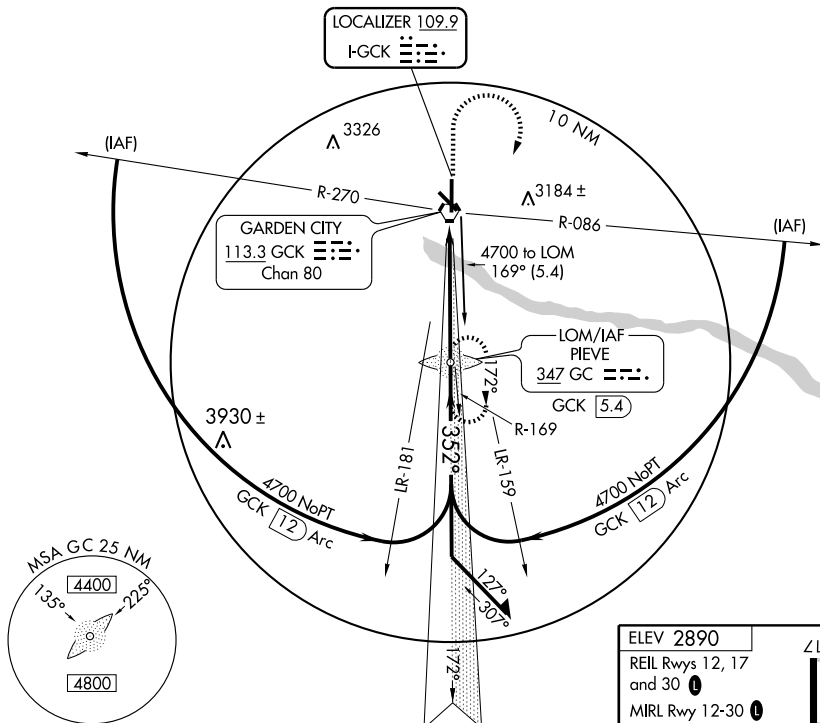
**MISSED APPROACH:** Climb to 4000, then climbing right turn to 4700 direct PIVE LOM and hold.

ASOS  
121.325

KANSAS CITY CENTER  
125.2 269.4

GARDEN CITY TOWER★  
118.15 (CTAF) **L** 254.4

GND CON  
**119.0**

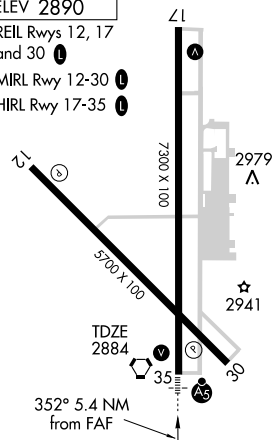
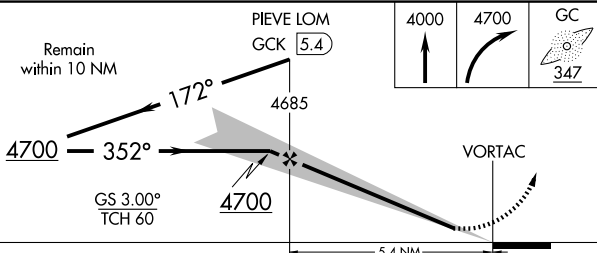
UNICOM  
122.95

ELEV 2890

REIL R<sub>wys</sub> 12, 17

and 30 L

MIRL Rwy 12-30



CATEGORY	A	B	C	D
S-ILS-35	3084-½		200 (200-½)	
S-LOC-35	3200-½ 316 (400-½)			3200-¾ 316 (400-¾)
CIRCLING	3280-1 390 (400-1)	3340-1 450 (500-1)	3340-1½ 450 (500-1½)	3440-2 550 (600-2)

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

GARDEN CITY, KANSAS

Amdt 1 08269

GARDEN CITY RGNL (GCK)

ILS RWY 35

37°56'N-100°43'W

NC-2. 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

LOM GC <b>347</b>	APP CRS <b>352°</b>	Rwy Idg TDZE Apt Elev	<b>7300</b> <b>2884</b> <b>2890</b>
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# NDB RWY 35

## GARDEN CITY RGNL (GCK)



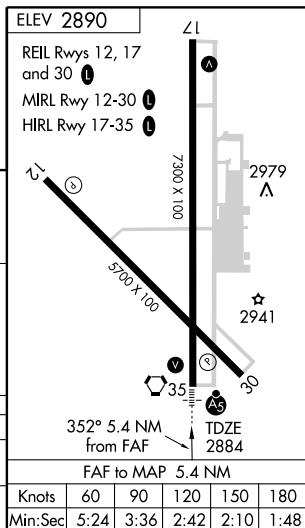
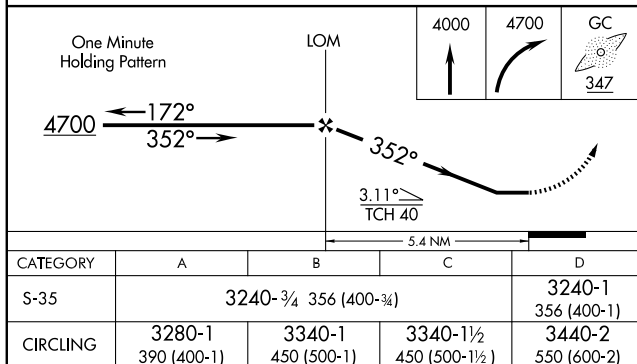
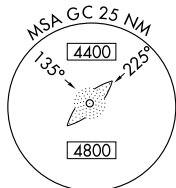
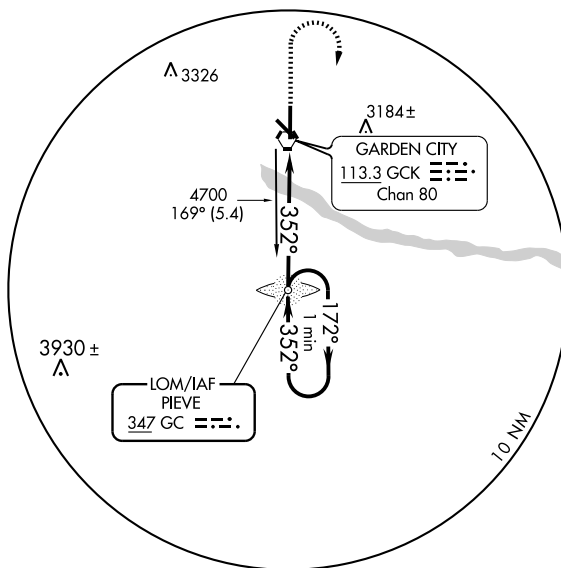
Cat C S-35 visibility increased ¼ mile for inoperative MALSR.

MALSR



MISSED APPROACH: Climb to 4000, then climbing right turn to 4700 direct GC LOM and hold.

ASOS <b>121.325</b>	KANSAS CITY CENTER <b>125.2 269.4</b>	GARDEN CITY TOWER ★ <b>118.15 (CTAF) 0 254.4</b>	GND CON <b>119.0</b>	UNICOM <b>122.95</b>
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WAAS CH <b>77803</b> <b>W12A</b>	APP CRS <b>126°</b>	Rwy Idg TDZE Apt Elev	<b>5700</b> <b>2891</b> <b>2891</b>
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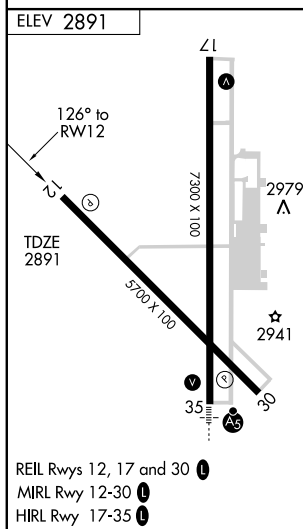
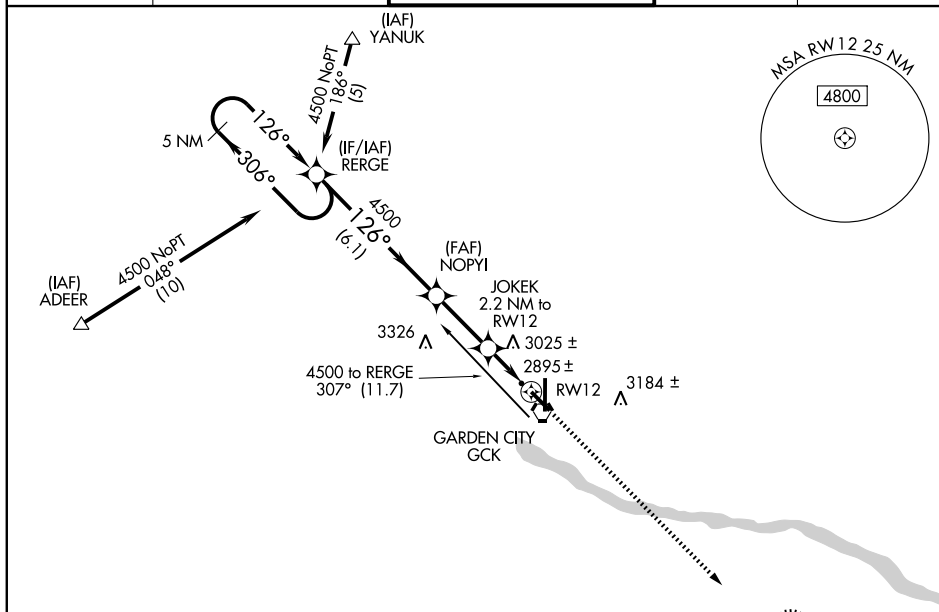
## RNAV (GPS) RWY 12

GARDEN CITY RGNL (GCK)

▼ If local altimeter setting not received, use Dodge City Rgnl altimeter setting and increase all DAs 128 feet and all MDAs 140 feet. Baro-VNAV NA when using Dodge City Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. VDP NA when using Dodge City Rgnl altimeter setting.

MISSED APPROACH: Climb to 4600 direct ORECA and hold.

ASOS <b>121.325</b>	KANSAS CITY CENTER <b>125.2 269.4</b>	GARDEN CITY TOWER* <b>118.15 (CTAF) 0 254.4</b>	GND CON <b>119.0</b>	UNICOM <b>122.95</b>
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ELEV 2891	3930 ±	5 NM Holding Pattern	REGGE	NOPYI	JOKEK 2.2 NM to RW12	4600 ORECA
126° to RW12	7300 X 100	4500	306°	126°	4500	*LNAV only
TDZE 2891	2979	GS 3.00°	TCH 47	6.1 NM	2.6 NM	1.1
REIL Rwy 12, 17 and 30	2941					
MIRL Rwy 12-30						
HIRL Rwy 17-35						
CATEGORY	A	B	C	D		
LPV DA		3141-1	250 (300-1)			
LNAV/VNAV DA		3184-1	293 (300-1)			
LNAV MDA	3280-1	389 (400-1)			3280-1 1/4	389 (400-1 1/4)
CIRCLING	3280-1	3360-1	3360-1 1/2	3460-2		
	389 (400-1)	469 (500-1)	469 (500-1 1/2)	569 (600-2)		

GARDEN CITY, KANSAS

Orig 08269

37°56'N-100°43'W

GARDEN CITY RGNL (GCK)

RNAV (GPS) RWY 12

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

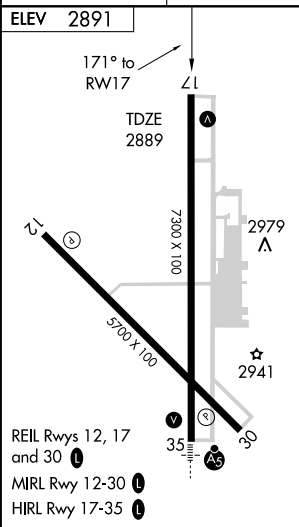
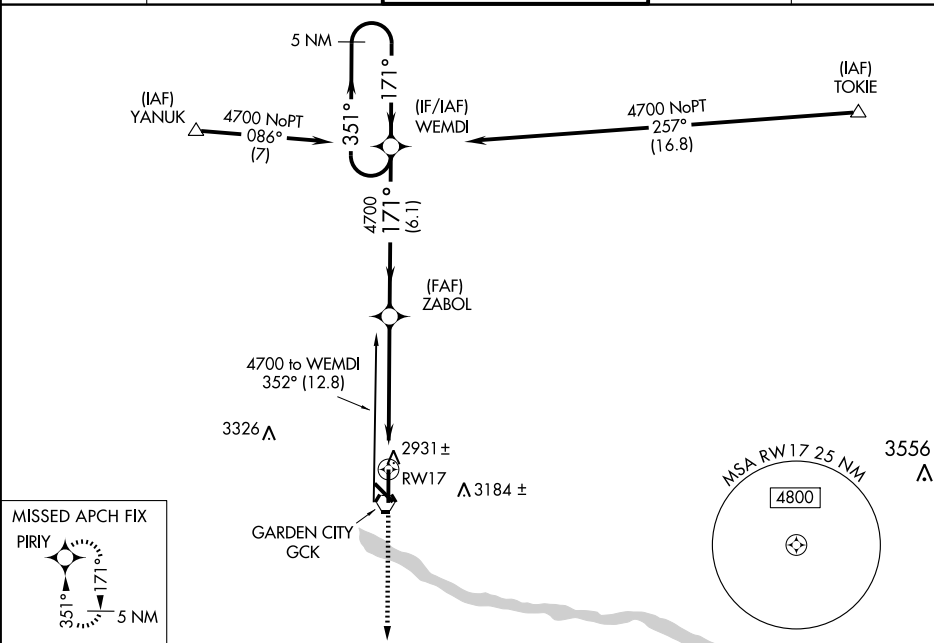
WAAS CH <b>42803</b> <b>W17A</b>	APP CRS <b>171°</b>	Rwy Idg TDZE <b>2889</b> Apt Elev <b>2891</b>
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# RNAV (GPS) RWY 17

GARDEN CITY RGNL (GCK)

<p><b>▼</b> Baro-VNAV NA when using Dodge City Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). If local altimeter setting not received, use Dodge City Rgnl altimeter setting and increase all DAs 128 feet and all MDAs 140 feet. DME/DME RNP-0.3 NA. VDP NA when using Dodge City Rgnl altimeter setting.</p> <p><b>▲</b></p>	<p><b>MISSED APPROACH:</b> Climb to 4800 direct PIRY and hold.</p>
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ASOS <b>121.325</b>	KANSAS CITY CENTER <b>125.2 269.4</b>	GARDEN CITY TOWER* <b>118.15 (CTAF) 0 254.4</b>	GND CON <b>119.0</b>	UNICOM <b>122.95</b>
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4800

↑

PIRY

✦

5 NM

Holding Pattern

\* LNAV ONLY

ZABOL

WEMDI

\* 0.9 NM to RW17

171°

171°

0.9

4.6 NM

6.1 NM

351°

171°

4700

GS 3.00°

TCH 39

CATEGORY	A	B	C	D
LPV DA	3139-1 250 (300-1)			
LNAV/VNAV DA	3217-1¼ 328 (400-1¼)			
LNAV MDA	3220-1 331 (400-1)			
CIRCLING	3280-1 389 (400-1)	3360-1 469 (500-1)	3360-1½ 469 (500-1½)	3460-2 569 (600-2)

WAAS CH <b>86703</b> <b>W30A</b>	APP CRS <b>306°</b>	Rwy Idg <b>5700</b> TDZE <b>2885</b> Apt Elev <b>2891</b>
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## RNAV (GPS) RWY 30

GARDEN CITY RGNL (GCK)

**T** If local altimeter setting not received, use Dodge City Rgnl altimeter setting and increase all DAs 128 feet and all MDAs 140 feet. Baro-VNAV NA when using Dodge City Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

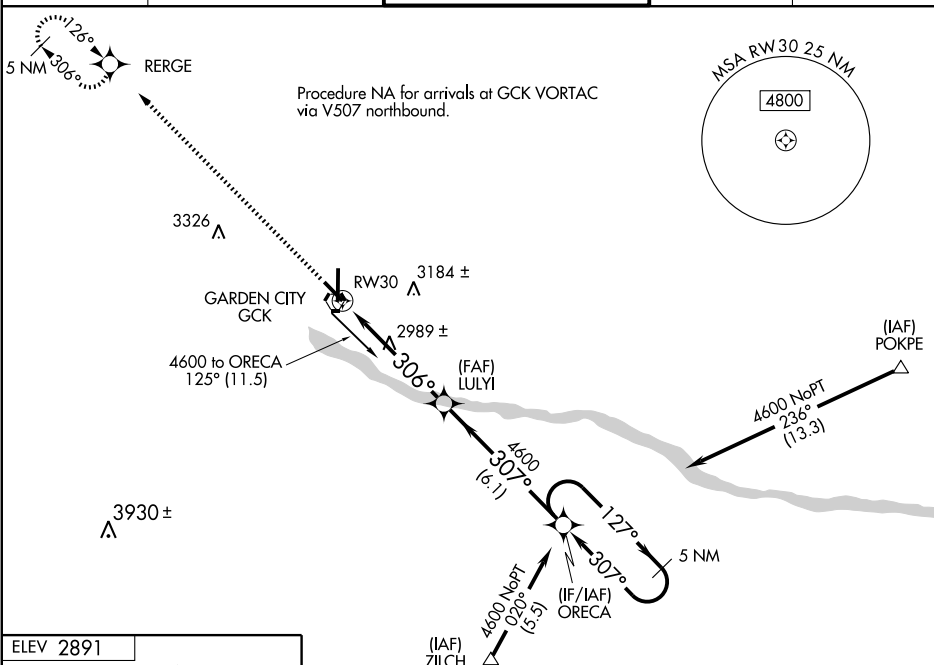
**MISSED APPROACH:** Climb to 4500 direct RERGE and hold.

ASOS  
121.325

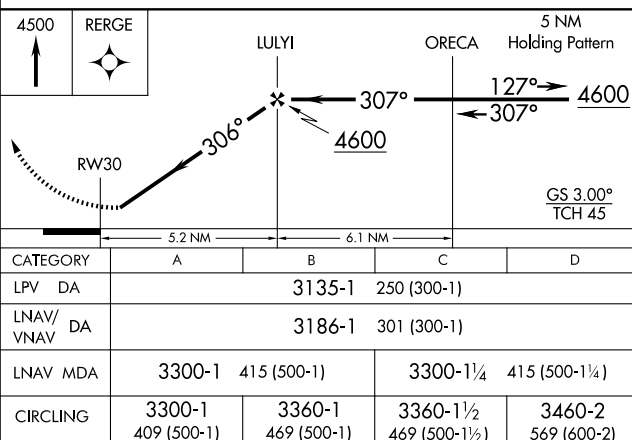
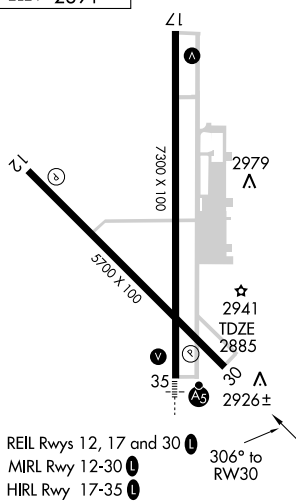
KANSAS CITY CENTER  
125.2 269.4

GARDEN CITY TOWER★  
118.15 (CTAF) **L** 254.4

GND CON  
119.0

UNICOM  
122.95

ELEV 2891



GARDEN CITY, KANSAS  
Orig 08269

37°56'N-100°43'W

GARDEN CITY RGNL (GCK)

RNAV (GPS) RWY 30

NC-2, 23 SEP 2010 to 21 OCT 2010


NC-2. 23 SEP 2010 to 21 OCT 2010



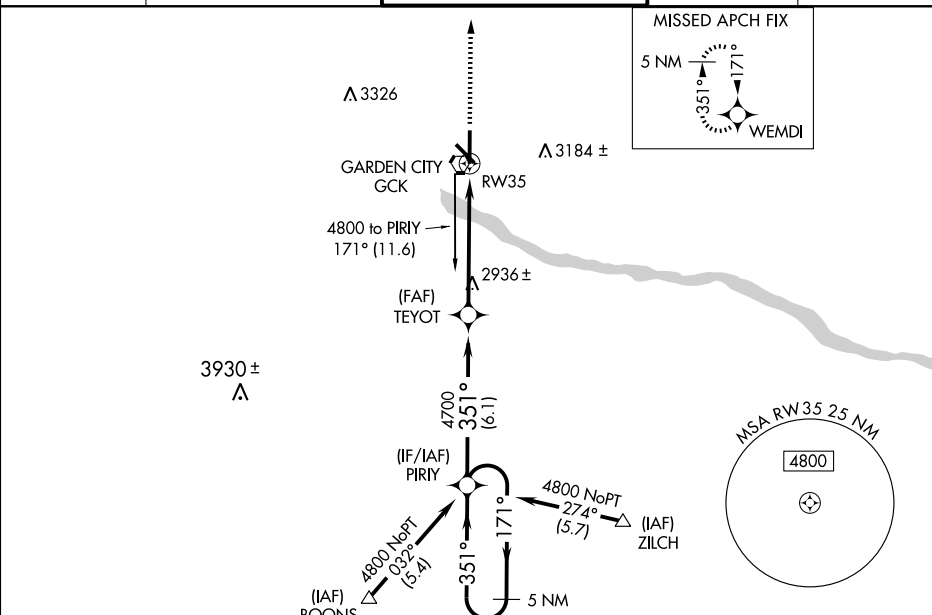
WAAS CH <b>63103</b> <b>W35A</b>	APP CRS <b>351°</b>	Rwy Idg TDZE <b>2300</b> Apt Elev <b>2891</b>
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## RNAV (GPS) RWY 35

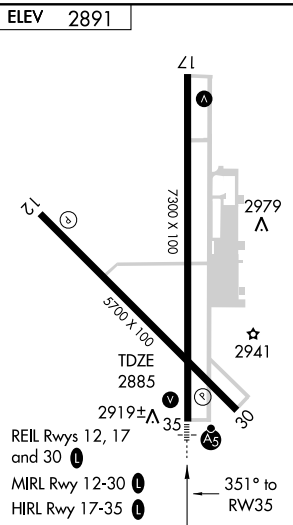
GARDEN CITY RGNL (GCK)

<p>▼ Inoperative table does not apply to LNAV Cat D. For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1. Baro-VNAV NA when using Dodge City Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). If local altimeter setting not received, use Dodge City Rgnl altimeter setting and increase all DAs 128 feet and all MDAs 140 feet. DME/DME RNP-0.3 NA. VDP NA when using Dodge City Rgnl altimeter setting.</p>	<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 4700 direct WEMDI and hold.</p>
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ASOS <b>121.325</b>	KANSAS CITY CENTER <b>125.2 269.4</b>	GARDEN CITY TOWER ★ <b>118.15 (CTAF) 0 254.4</b>	GND CON <b>119.0</b>	UNICOM <b>122.95</b>
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5 NM Holding Pattern		VGSI and RNAV glidepath not coincident.		4700	WEMDI
PIRY		TEYOT		* LNAV ONLY	
4800		4700		* 0.9 NM to RW35	
GS 3.00° TCH 59°		6.1 NM		4.6 NM	
CATEGORY	A	B	C	D	
LPV DA	3135-½		250 (300-½)		
LNAV/VNAV DA	3169-½		284 (300-½)		3169-¾ 284 (300-¾)
LNAV MDA	3200-½		315 (400-½)		3200-1 315 (400-1)
CIRCLING	3280-1 389 (400-1)	3360-1 469 (500-1)	3360-1½ 469 (500-1½)	3460-2 569 (600-2)	



VORTAC GCK <b>113.3</b> Chan <b>80</b>	APP CRS <b>134°</b>	Rwy Idg TDZE Apt Elev	<b>5700</b> <b>2890</b> <b>2890</b>
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# VOR/DME RWY 12

## GARDEN CITY RGNL (GCK)



MISSED APPROACH: Climb to 4000 then climbing left turn to 4500 direct GCK VORTAC and hold.

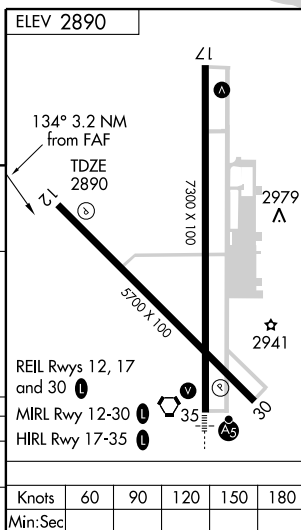
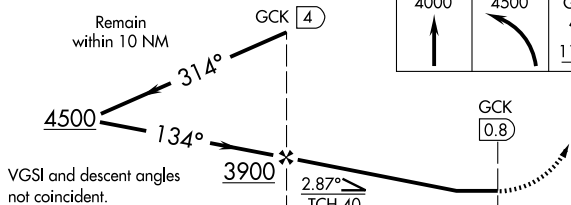
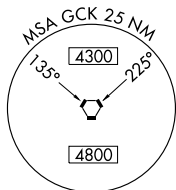
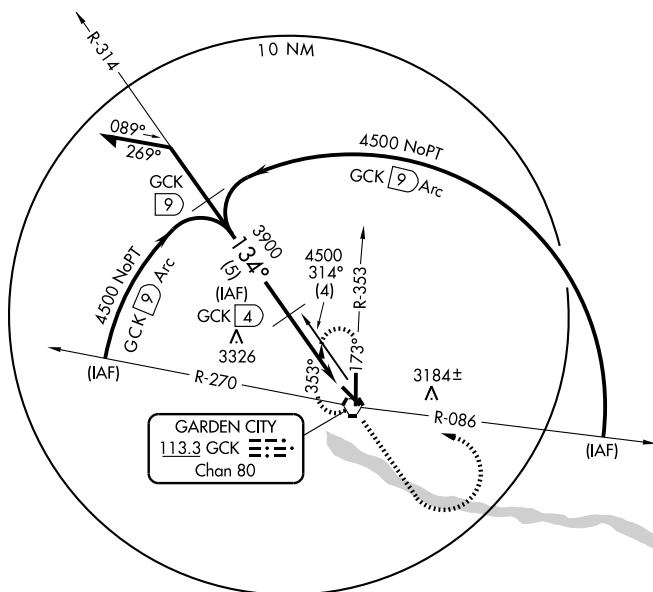
ASOS  
**121.325**

KANSAS CITY CENTER  
**125.2 269.4**

GARDEN CITY TOWER ★  
**118.15 (CTAF) 0 254.4**

GND CON  
**119.0**

UNICOM  
**122.95**



CATEGORY	A	B	C	D
S-12	3240-1	350 (400-1)		3240-1½ 350 (400-1½)
CIRCLING	3280-1 390 (400-1)	3340-1 450 (500-1)	3340-1½ 450 (500-1½)	3440-2 550 (600-2)

Knots	60	90	120	150	180
Min:Sec					

VORTAC GCK  
**113.3**  
Chan **80**

APP CRS  
**173°**

Rwy Idg  
TDZE  
Apt Elev  
**7300**  
**2889**  
**2891**

**VOR/DME RWY 17**  
GARDEN CITY RGNL (GCK)

▼ If local altimeter setting not received, use Dodge City  
Rgnl altimeter setting and increase all MDAs 140 feet.  
▲ VDP NA when using Dodge City altimeter setting.

MISSED APPROACH: Climb to 4500, then left turn direct  
GCK VORTAC and hold.

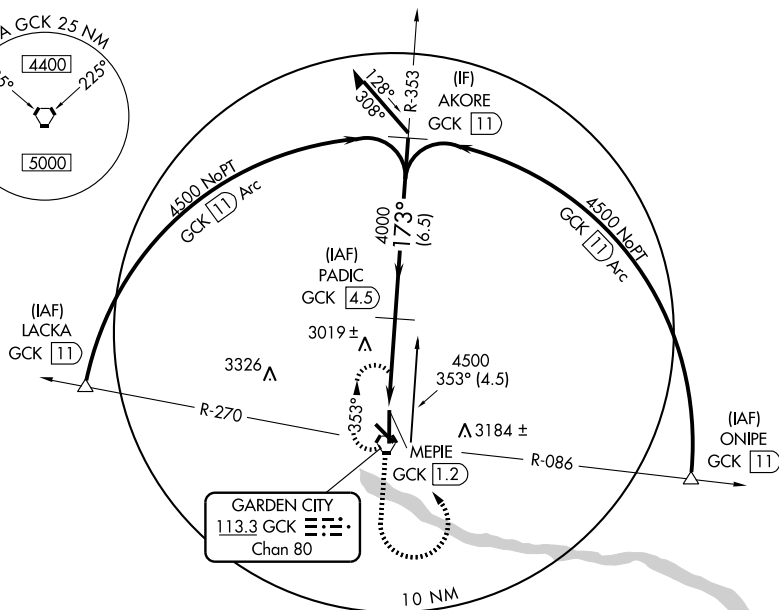
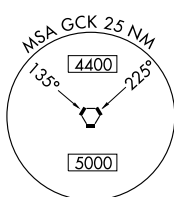
ASOS  
**121.325**

KANSAS CITY CENTER  
**125.2 269.4**

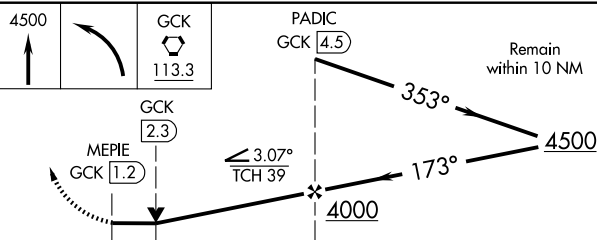
GARDEN CITY TOWER\*  
**118.15 (CTAF) 0 254.4**

GND CON  
**119.0**

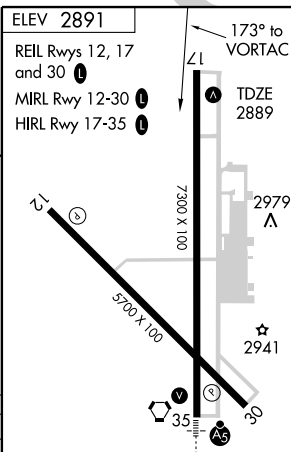
UNICOM  
**122.95**



3930±



CATEGORY	A	B	C	D
S-17	3280-1	391 (400-1)		3280-1¼ 391 (400-1¼)
CIRCLING	3280-1 389 (400-1)	3360-1 469 (500-1)	3360-1½ 469 (500-1½)	3460-2 569 (600-2)



Knots	60	90	120	150	180
Min:Sec					

VORTAC GCK <b>113.3</b> Chan <b>80</b>	APP CRS <b>286°</b>	Rwy Idg TDZE Apt Elev <b>5700</b> <b>2885</b> <b>2891</b>
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# VOR/DME RWY 30

GARDEN CITY RGNL (GCK)

▼ If local altimeter setting not received, use Dodge City  
Rgnl altimeter setting and increase all MDAs 140 feet.  
▲ Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 then climbing left  
turn to 4600 direct GCK VORTAC and hold.

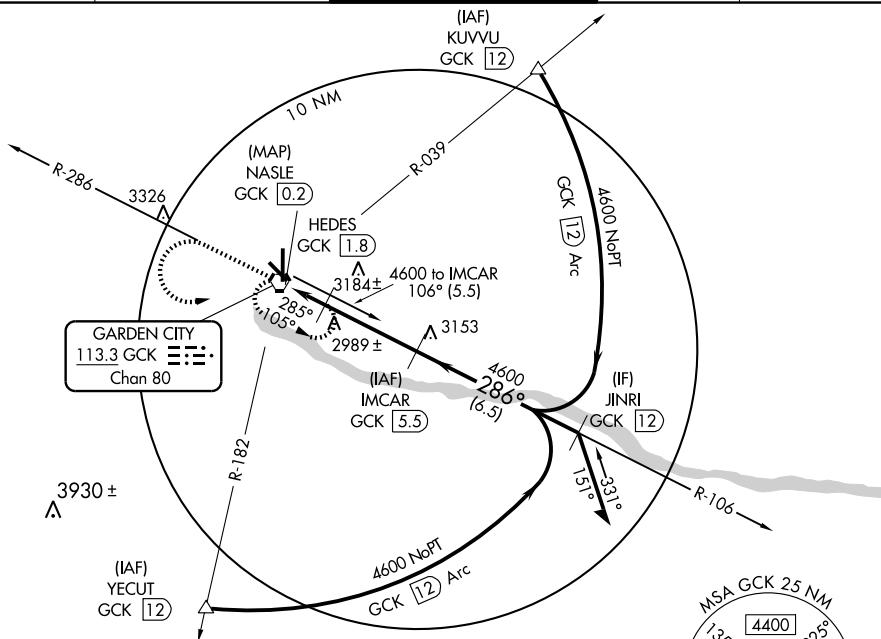
ASOS  
**121.325**

KANSAS CITY CENTER  
**125.2 269.4**

GARDEN CITY TOWER ★  
**118.15 (CTAF) 0 254.4**

GND CON  
**119.0**

UNICOM  
**122.95**



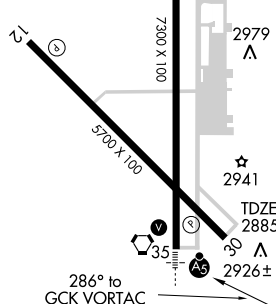
ELEV 2891

REIL Rwy 12, 17

and 30

MIRL Rwy 12-30

HIRL Rwy 17-35



4000

4600

GCK

113.3

IMCAR

GCK [5.5]

Remain  
within 10 NM

HEDES

GCK [1.8]

NASLE

GCK [0.2]

2.99°

TCH 45

106°

286°

4600

4600

CATEGORY

A

B

C

D

S-30

3240-1 355 (400-1)

3240-1¼

355 (400-1¼)

CIRCLING

3280-1

389 (400-1)

3360-1

469 (500-1)

3360-1½

469 (500-1½)

3460-2

569 (600-2)

GARDEN CITY, KANSAS

Amdt 1 08269

37°56'N-100°43'W

# VOR/DME RWY 30

NC-2, 23 SEP 2010 to 21 OCT 2010

VORTAC GCK <b>113.3</b> Chan <b>80</b>	APP CRS <b>344°</b>	Rwy Idg <b>7300</b> TDZE <b>2885</b> Apt Elev <b>2891</b>
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VOR/DME RWY 35  
GARDEN CITY RGNL (GCK)

**T** Inoperative table does not apply to S-35 Cat D visibility. If local altimeter setting not received, use Dodge City Rgnl altimeter setting and increase all MDAs 140 feet. VDP NA when using Dodge City Rgnl setting.

MALSR

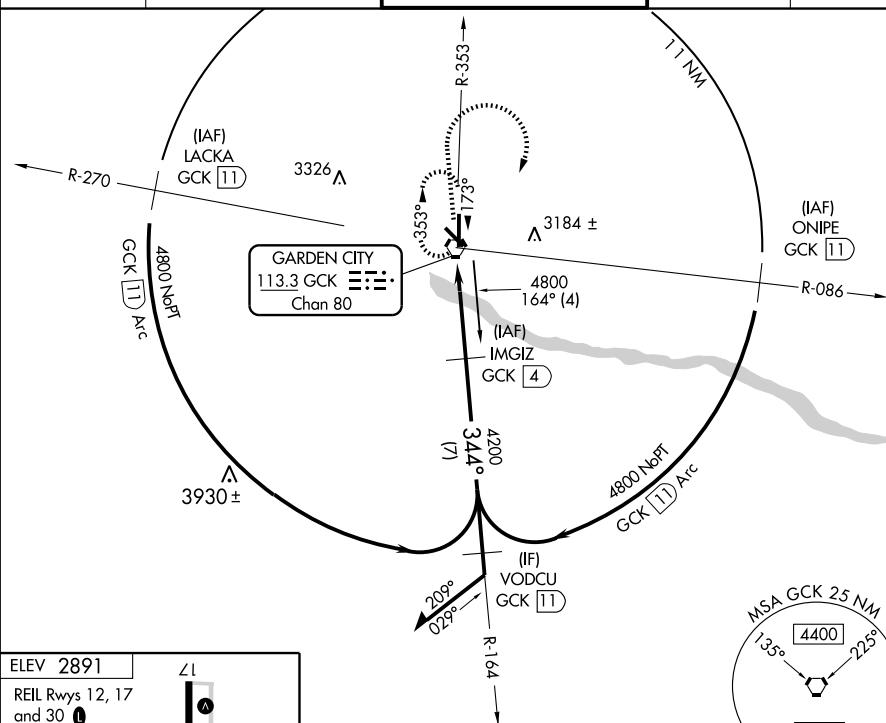
**MISSED APPROACH:** Climb to 4000, then climbing right turn to 4800 direct GCK VORTAC and hold.

ASOS  
**121.325**

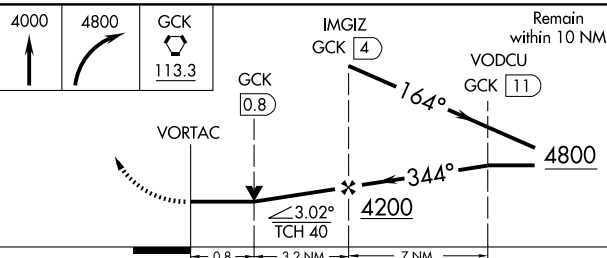
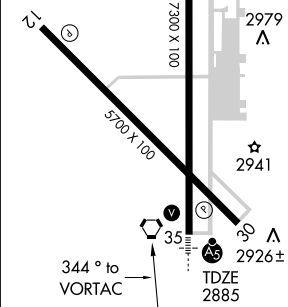
KANSAS CITY CENTER  
125.2 269.4

GARDEN CITY TOWER★  
118.15 (CTAF) **L** 254.4

GND CON  
**119.0**

UNICOM  
122.95

ELEV 2891
REIL Rwy 12, 17 and 30 <b>L</b>
MIRL Rwy 12-30
HIRL Rwy 17-35



CATEGORY	A	B	C	D
S-35	3180-1½ 295 (300-1½)			3180-1 295 (300-1)
CIRCLING	3280-1 389 (400-1)	3360-1 469 (500-1)	3360-1½ 469 (500-1½)	3460-2 569 (600-2)

GARDEN CITY, KANSAS  
Amdt 2 08269

37°56'N-100°43'W

GARDEN CITY RGNL (GCK)  
VOR/DME RWY 35

**NC-2, 23 SEP 2010 to 21 OCT 2010**

NC-2. 23 SEP 2010 to 21 OCT 2010

VORTAC GCK <b><u>113.3</u></b> Chan <b>80</b>	APP CRS <b>173°</b>	Rwy Idg <b>7300</b> TDZE <b>2889</b> Apt Elev <b>2891</b>
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VOR RWY 17  
GARDEN CITY RGNL (GCK)

- T** If local altimeter setting not received, use Dodge City Rgnl altimeter setting and increase all MDAs 140 feet. VDP NA when using Dodge City Rgnl altimeter setting.

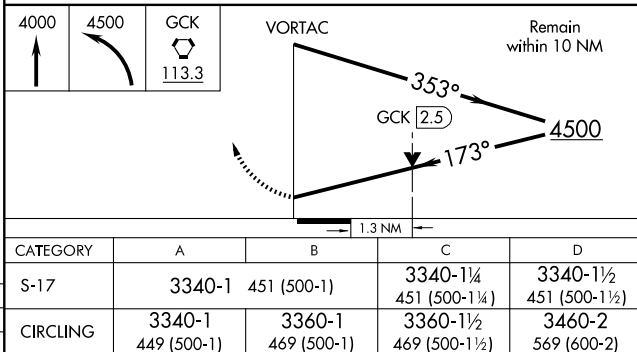
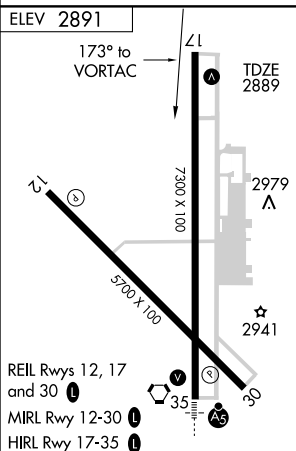
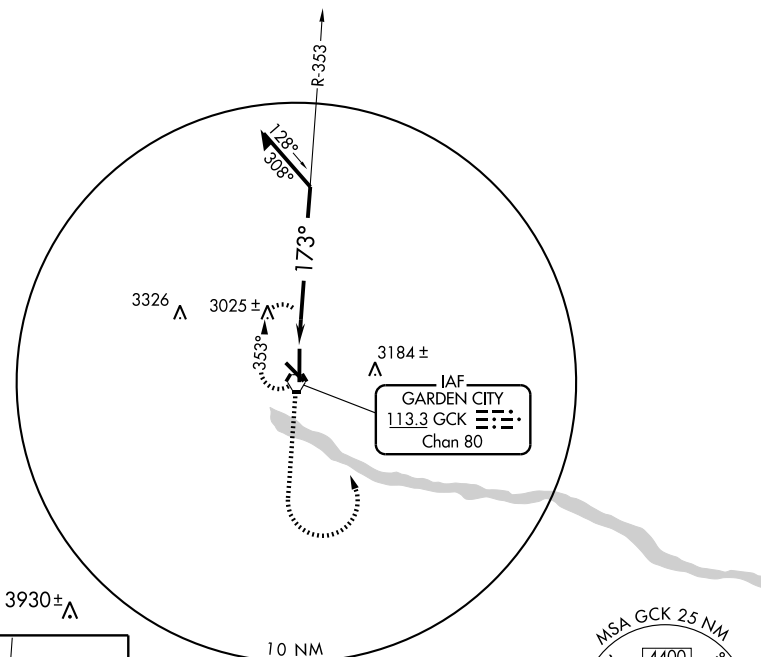
**MISSED APPROACH:** Climb to 4000, then climbing left turn to 4500 direct GCK VORTAC and hold.

ASOS  
**121.325**

KANSAS CITY CENTER  
125.2 269.4

GARDEN CITY TOWER★  
118.15 (CTAF) **L** 254.4

GND CON  
**119.0**

UNICOM  
122.95

GARDEN CITY, KANSAS  
Amdt 11 08269

GARDEN CITY RGNL (GCK)  
VOR RWY 17

37°56'N-100°43'W

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

VORTAC GCK <b>113.3</b> Chan <b>80</b>	APP CRS <b>344°</b>	Rwy Idg TDZE Apt Elev	<b>7300</b> <b>2884</b> <b>2890</b>
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# VOR RWY 35

GARDEN CITY RGNL (GCK)

▼ Cat. D S-35 visibility increased ¼ mile for inoperative MALSRR.



MISSED APPROACH: Climb to 4000, then climbing right turn to 4700 direct GCK VORTAC and hold.

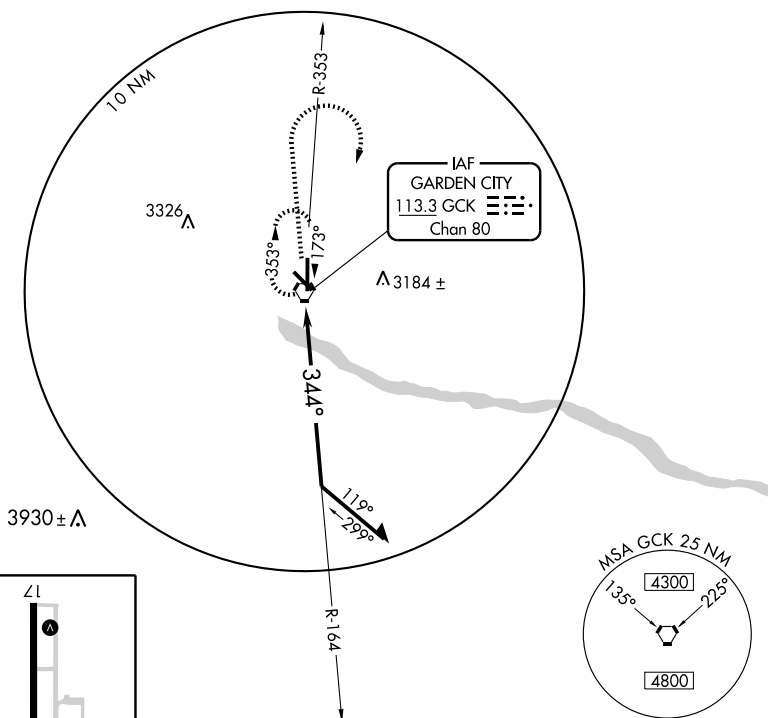
ASOS  
**121.325**

KANSAS CITY CENTER  
**125.2 269.4**

GARDEN CITY TOWER ★  
**118.15 (CTAF) 0 254.4**

GND CON  
**119.0**

UNICOM  
**122.95**

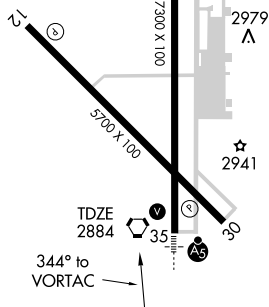


ELEV 2890

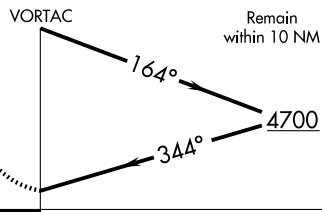
REIL Rwy 12, 17 and 30

MIRL Rwy 12-30

HIRL Rwy 17-35



Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-35	3280-½ 396 (400-½)			3280-1 396 (400-1)
CIRCLING	3280-1 391 (400-1)	3340-1 451 (500-1)	3340-1½ 451 (500-1½)	3440-2 551 (600-2)

**GARDNER MUNI** (K34) 1 W UTC-6(-5DT) N38°48.42' W94°57.37'

KANSAS CITY

1042 B FUEL 80 100LL, MOGAS NOTAM FILE COU

L-10J, A

RWY 17-35: 3373X90 (TURF) LIRL 0.6% up S

IAP

RWY 17: Tree. RWY 35: Trees.

RWY 08-26: H2960X39 (ASPH) S-6 LIRL (NSTD)

RWY 08: P-line. RWY 26: Thld dspcd 254'. Tree.

RWY 03-21: 2154X80 (TURF)

RWY 03: Tree. RWY 21: P-line.

**AIRPORT REMARKS:** Attended 1400-2300Z±. Fuel avbl 24 hrs with credit card. Glider and ultralight activity on and in vol of arpt. Rwy 26 displaced thld markings only. Rwy 17-35 ends marked with orange barrels. Rwy 03 +31' trees at right edge of Rwy 03 approximately 400' down rwy. NSTD LIRL Rwy 08-26, no rwy end lgts, no dspcd thld lgts Rwy 26 and lgts placed 35' out fm rwy edge at 240' spacings. ACTIVATE LIRL Rwy 08-26 and Rwy 17-35—CTAF. Major powerplant repairs only.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

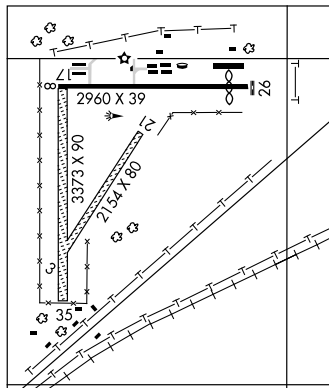
Ⓡ KANSAS CITY APP/DEP CON 118.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TOP.

TOPEKA (L) VORTACW 117.8 TOP Chan 125 N39°08.23'

W95°32.95' 120° 34.1 NM to fld. 1070/5E.

DUSTT NDB (LOM) 368 IX N38°44.32' W94°53.51' 320° 5.0 NM to fld. NOTAM FILE IXD.



**GARNETT MUNI** (K68) 2 E UTC-6(-5DT) N38°16.64' W95°12.91'

KANSAS CITY

989 B S2 FUEL 100LL TPA-1800(811) NOTAM FILE ICT

RWY 01-19: H2660X45 (ASPH) LIRL

RWY 01: Thld dspcd 92'. Road. RWY 19: Thld dspcd 135'. Pole.

**AIRPORT REMARKS:** Attended Sun-Mon on call, May-Oct, Tue-Sat 1330-2300Z±, Nov-Apr, Tue-Sat 1400-2230Z±.

For attendant on Sun and Mon, call 785-448-6676. For fuel after dusk call 785-304-2357. If emergency exists call 911 or police desk 785-448-6823. Rwy 01-19 pavement ends marked with yellow and white panels.

**WEATHER DATA SOURCES:** AWOS-3 122.8 (785) 448-3254.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**GILMORE** (See PLEASANTON)

**GOODLAND** N39°23.27' W101°41.54' NOTAM FILE GLD.

WICHITA

(H) VORTACW 115.1 GLD Chan 98 185° 1.1 NM to Renner Fld (Goodland Muni). 3650/12E.

H-5B, L-10G

HIWAS.

RCO 122.4 (WICHITA RADIO)



LOM IX <b>368</b>	APP CRS <b>320°</b>	Rwy Idg TDZE Apt Elev <b>1042</b>	<b>N/A</b> <b>N/A</b>
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**NDB or GPS-D**  
GARDNER MUNI (K34)

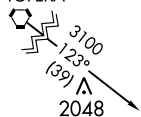
**V** Use New Century Aircenter altimeter setting; if not received, use Charles B. Wheeler Downtown Airport altimeter setting.

**MISSED APPROACH:** Climbing left turn to 2700 direct IX LOM and hold.

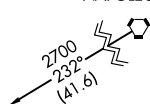
KANSAS CITY APP CON  
**118.9 294.7**

UNICOM  
**122.8 (CTAF) 0**

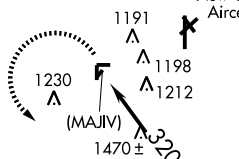
TOPEKA



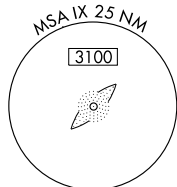
NAPOLEON



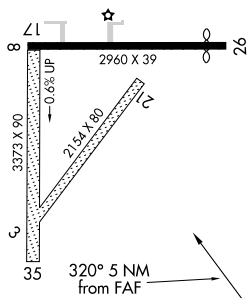
New Century  
Aircenter



LOM/IAF  
DUST  
368 IX ---



ELEV 1042



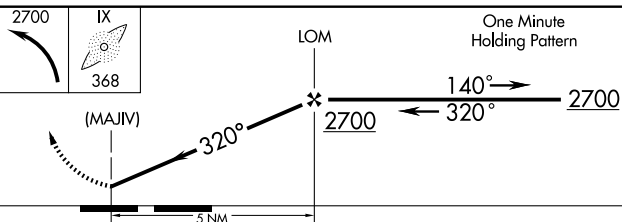
LRL Rwys 8-26 and 17-35

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

GARDNER, KANSAS

Amdt 2A 10154



CATEGORY	A	B	C	D
CIRCLING	1540-1	498 (500-1)	1540-1½ 498 (500-1½)	NA
CIRCLING	1640-1	598 (600-1)	1640-1½ 598 (600-1½)	NA

CHARLES B. WHEELER DOWNTOWN ALTIMETER SETTING MINIMUMS

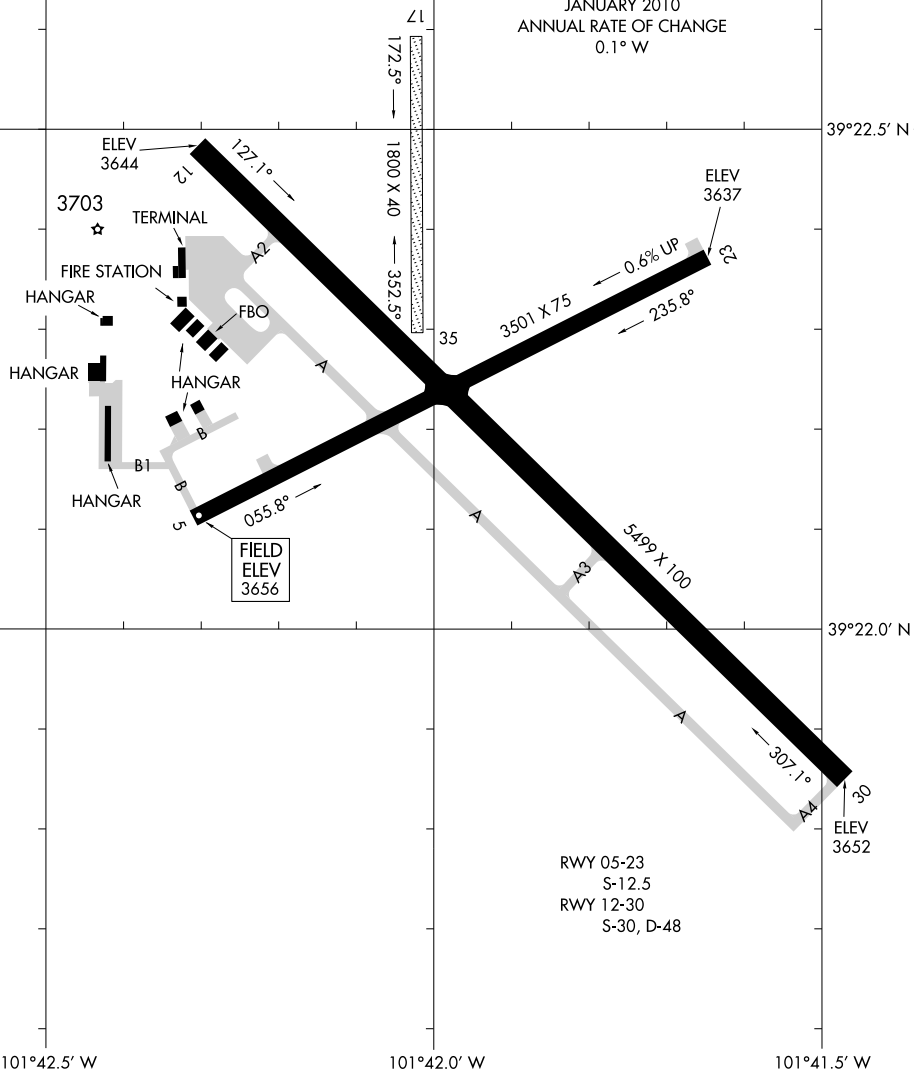
GARDNER MUNI (K34)

**NDB or GPS-D**

38° 48' N-94° 57' W

10210

## AIRPORT DIAGRAM

GOODLAND/RENNER FIELD/GOODLAND MUNI (GLD)  
AL-684 (FAA) GOODLAND, KANSASASOS  
121.025  
CTAF/UNICOM  
122.95JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

## AIRPORT DIAGRAM

10210

GOODLAND, KANSAS  
GOODLAND/RENNER FIELD/GOODLAND MUNI (GLD)

## GOODLAND

**RENNER FLD (GOODLAND MUNI)** (GLD) 2 N UTC-7(-6DT) N39°22.24' W101°41.94'

3656 B S4 FUEL 100LL, JET A OX 2 NOTAM FILE GLD

RWY 12-30: H5499X100 (CONC) S-30, D-48 MIRL

RWY 12: REIL. Building. RWY 30: MALSR. Building.

RWY 05-23: H3501X75 (ASPH) S-12.5 MIRL 0.6% up SW

RWY 05: PAPI(P4L)—GA 3.0° TCH 37'.

RWY 23: PAPI(P4L)—GA 3.0° TCH 41'.

RWY 17-35: 1800X40 (TURF)

**AIRPORT REMARKS:** Attended dalgt hrs. For svc call 785-890-7531 (Day) or 785-890-5349 (Night). Rwy 30 calm wind rwy. Rwy 23 turnaround does not have adequate clearance for holding. Only Twy A2 avbl for acft over 12,500 pounds. Rwy 17-35 yellow cone markers at thld. PAPI unusable byd 8° left of centerline. ACTIVATE MIRL Rwy 05-23 and Rwy 12-30, MALSR Rwy 30, REIL Rwy 12 and PAPI Rwy 05 and Rwy 23—CTAF.

**WEATHER DATA SOURCES:** ASOS 121.025 (785) 899-6591. HIWAS 115.1 GLD.

**COMMUNICATIONS:** CTAF/UNICOM 122.95

GOODLAND RCO 122.4 (WICHITA RADIO)

DENVER CENTER APP/DEP CON 132.5

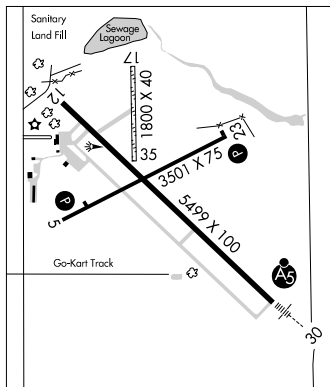
**RADIO AIDS TO NAVIGATION:** NOTAM FILE GLD.

GOODLAND (H) VORTACW 115.1 GLD Chan 98 N39°23.27'

W101°41.54' 185° 1.1 NM to fld. 3650/12E. HIWAS.

SHUGR NDB (MHW/LOM) 414 GL N39°17.63' W101°36.02' 306° 6.5 NM to fld.

ILS/DME 108.9 I-GLD Chan 26 Rwy 30. Class IE. LOM SHUGR NDB.



**GREAT BEND MUNI** (GBD) 4 W UTC-6(-5DT) N38°20.66' W98°51.55'

1887 B S4 FUEL 100LL, JET A OX 2 TPA-See Remarks Class III, ARFF Index A

NOTAM FILE GBD

RWY 17-35: H7851X100 (ASPH-AFSC) S-28, D-35, 2D-86 HIRL

RWY 17: REIL. PAPI(P4L)—GA 3.5° TCH 38'.

RWY 35: MALSR. VASI(V4L)—GA 3.0° TCH 50'.

RWY 11-29: H4706X75 (ASPH) S-28, D-35, 2D-86 MIRL

RWY 11: PAPI(P4L)—GA 3.0° TCH 38'.

RWY 29: PAPI(P4L)—GA 3.0° TCH 43'.

**AIRPORT REMARKS:** Attended 1230-0000Z†, after 0000Z† by req. Fuel 24 hr credit card svc avbl. 100LL and Jet A self svc avbl north end of terminal apron. Call arpt mgr 620-792-9446 for prices. Air carrier ops with more than 30 passenger seats is not authorized. Calm wind rwy designated as Rwy 17. All acft enter traffic pattern at 800' AGL except turbined-powered or large acft at 1500' AGL. ACTIVATE MIRL Rwy 11-29 HIRL Rwy 17-35, VASI and MALSR Rwy 35 and PAPI Rwy 11, Rwy 17 and Rwy 29—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.275 (620) 792-5019.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.5 (WICHITA RADIO)

KANSAS CITY CENTER APP/DEP CON 118.8

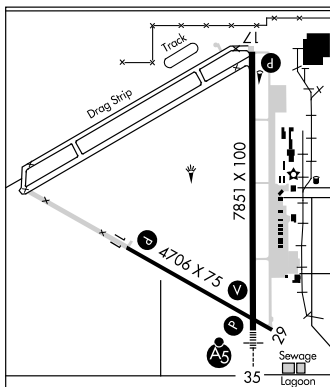
**RADIO AIDS TO NAVIGATION:** NOTAM FILE HUT.

HUTCHINSON (L) VORW/DME 116.8 HUT Chan 115 N37°59.82' W97°56.05' 287° 48.5 NM to fld. 1531/9E.

BABSY NDB (LOM) 419 GB N38°15.10' W98°51.35' 350° 5.5 NM to fld.

HILYN NDB (MHW) 338 HIL N38°21.55' W98°54.17' 105° 2.2 NM to fld. NOTAM FILE GBD.

ILS/DME 111.9 I-GBD Chan 56 Rwy 35. LOM BABSY NDB.



WICHITA

H-5B, L-10H

IAP, AD

LOC I-GLD <b>108.9</b> Chan 26	APP CRS <b>305°</b>	Rwy Idg TDZE Apt Elev	<b>5499</b> <b>3652</b> <b>3656</b>
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ILS or LOC RWY 30

GOODLAND/RENNER FIELD/GOODLAND MUNI (GLD)

⚠ Circling not authorized south of runways 5 and 30.  
ADF required.



MISSED APPROACH: Climb to 4500, then climbing right turn to 5700 direct SHUGR LOM and hold.

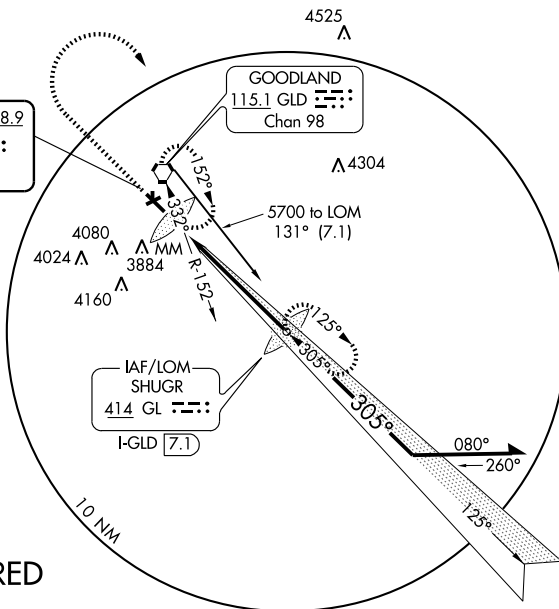
ASOS  
**121.025**

DENVER CENTER  
**132.5 379.15**

UNICOM  
**122.95 (CTAF) 0**

LOCALIZER 108.9  
I-GLD  
Chan 26

GOODLAND  
115.1 GLD  
Chan 98

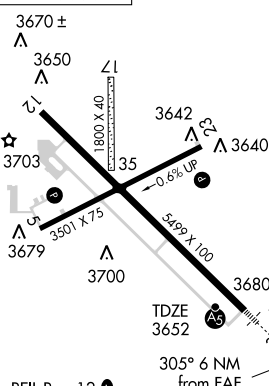


MSA GL 25 NM

5600

ADF REQUIRED

ELEV 3656

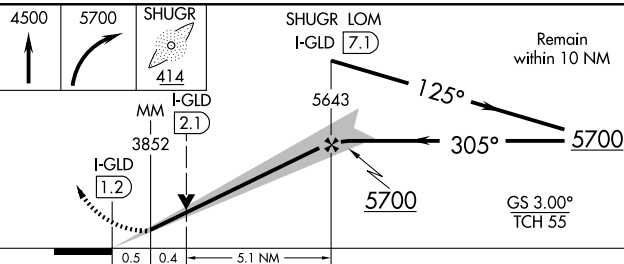


REIL Rwy 12

MIRL Rwy 5-23 and 12-30

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



Remain  
within 10 NM

GS 3.00°  
TCH 55

CATEGORY	A	B	C	D
S-ILS-30	3852-½ 200 (200-½)		NA	
S-LOC-30	4020-½ 368 (400-½)		NA	
CIRCLING	4080-1 424 (500-1)	4120-1 464 (500-1)		NA

## RNAV (GPS) RWY 12

GOODLAND/RENNER FIELD/GOODLAND MUNI (GLD)

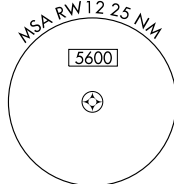
APP CRS  
**125°**Rwy Idg **5499**  
TDZE **3646**  
Apt Elev **3656**

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.



Circling not authorized south of runways 5 and 30.

MISSED APPROACH: Climb to 5700 direct FEGIT WP and hold.

ASOS  
**121.025**DENVER CENTER  
**132.5 379.15**UNICOM  
**122.95 (CTAF) 0**7000  
154°  
(32.8)(IF/IAF)  
DAKKA5600 NoPT  
215°  
(5)(IAF)  
SADDO

4 NM

125°

305°

5600 NoPT  
035°  
(5)(IAF)  
JADEB(FAF)  
TETOY5600 to Dakka  
300° (10.9)GOODLAND  
GLD

RW12

4080

4024

3884

4160

4525

4304

7000  
039°  
(20.2)Procedure NA for arrivals at KURIQ  
on V108 westbound.

KURIQ

ELEV 3656

125° to  
RW12

3670 ±

3650

TDZE 3646

3642

3640

3703

3679

3501 X 75

3700

3680 ±

3500 X 100

3680 ±

3680 ±

3680 ±

3680 ±

3680 ±

3680 ±

3680 ±

3680 ±

3680 ±

3680 ±

REIL Rwy 12 0

MIRL Rwy 5-23 and 12-30 0

4 NM  
Holding Pattern

DAKKA

TETOY

5700

FEGIT

5600

305°

125°

5300

125°

304°

TCH 40

6 NM

5 NM

RW12

CATEGORY

A

B

C

D

LNAV MDA

4080-1

434 (500-1)

NA

CIRCLING

4080-1

4120-1

NA

GOODLAND, KANSAS

Orig 07186

GOODLAND/RENNER FIELD/GOODLAND MUNI (GLD)

39° 22' N-101° 42' W

RNAV (GPS) RWY 12

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

## RNAV (GPS) RWY 23

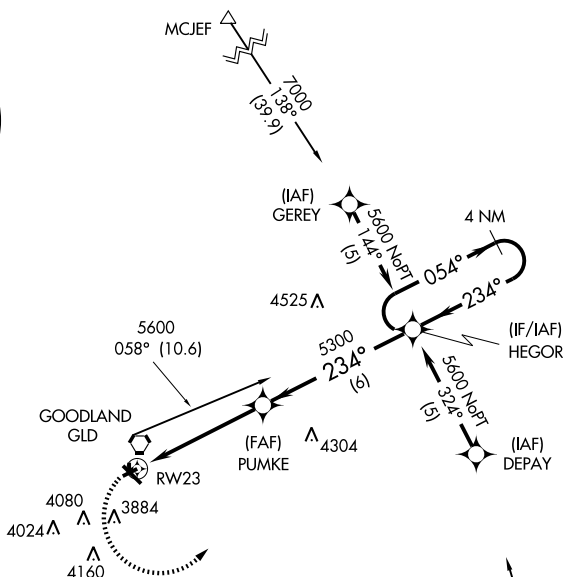
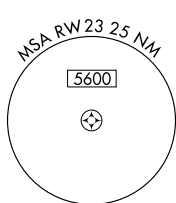
GOODLAND/RENNER FIELD/GOODLAND MUNI (GLD)

APP CRS <b>234°</b>	Rwy Idg TDZE Apt Elev	<b>3501</b> <b>3654</b> <b>3656</b>
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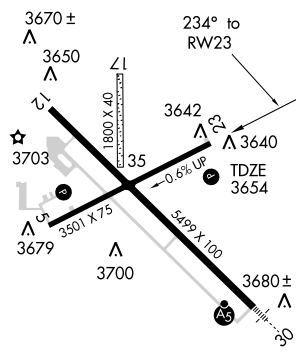
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
 Circling not authorized south of runways 5 and 30.  
 Procedure NA at night.

MISSED APPROACH: Climbing left turn to 5600  
 direct HEGOR WP and hold.

ASOS <b>121.025</b>	DENVER CENTER <b>132.5 379.15</b>	UNICOM <b>122.95 (CTAF) 0</b>
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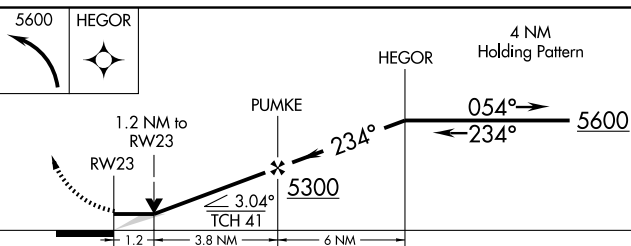
ELEV 3656



REIL Rwy 12 0

MIRL Rwy 5-23 and 12-30 0

Procedure NA for arrival at COFFE  
 on V17 southeastbound.



CATEGORY	A	B	C	D
LNAV MDA	4060-1	406 (500-1)	NA	
CIRCLING	4080-1 424 (500-1)	4120-1 464 (500-1)	NA	

APP CRS <b>305°</b>	Rwy Idg TDZE Apt Elev	<b>5499</b> <b>3652</b> <b>3656</b>
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## RNAV (GPS) RWY 30

GOODLAND/RENNER FIELD/GOODLAND MUNI (GLD)

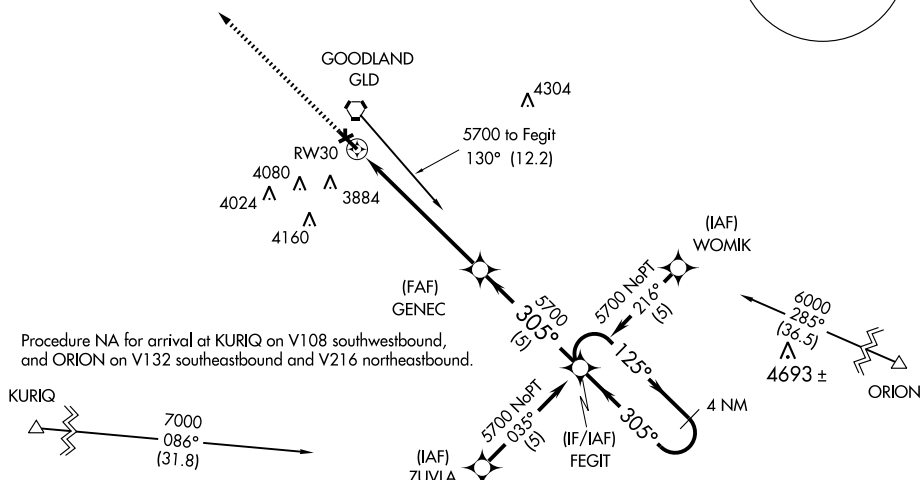
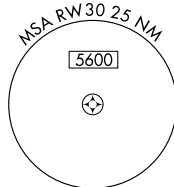


Circling not authorized south of runways 5 and 30.  
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
BARO-VNAV NA below -22°C (-7°F).

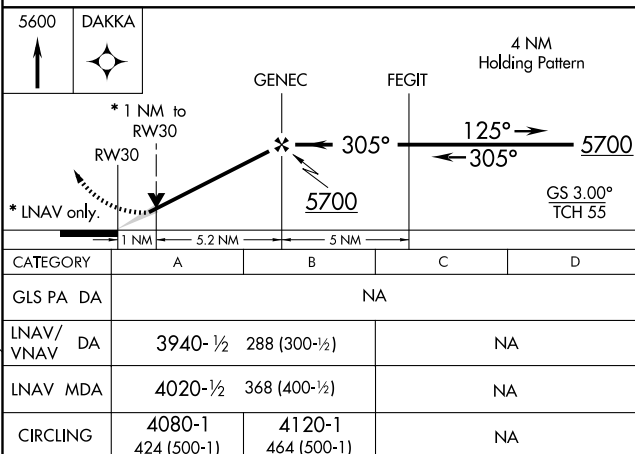
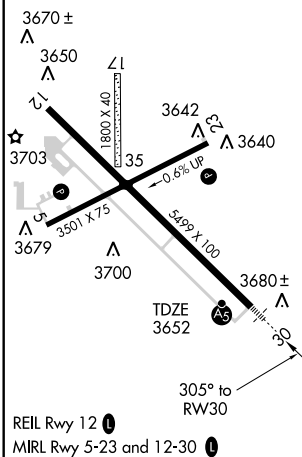


MISSED APPROACH: Climb to 5600 direct DAKKA WP and hold.

ASOS <b>121.025</b>	DENVER CENTER <b>132.5 379.15</b>	UNICOM <b>122.95</b> (CTAF) <b>①</b>
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ELEV 3656



GOODLAND, KANSAS

Orig 07186

GOODLAND/RENNER FIELD/GOODLAND MUNI (GLD)

39° 22' N-101° 42' W

## RNAV (GPS) RWY 30

VORTAC GLD <b><u>115.1</u></b> Chan <b>98</b>	APP CRS <b>330°</b>	Rwy Idg <b>5499</b> TDZE <b>3652</b> Apt Elev <b>3656</b>
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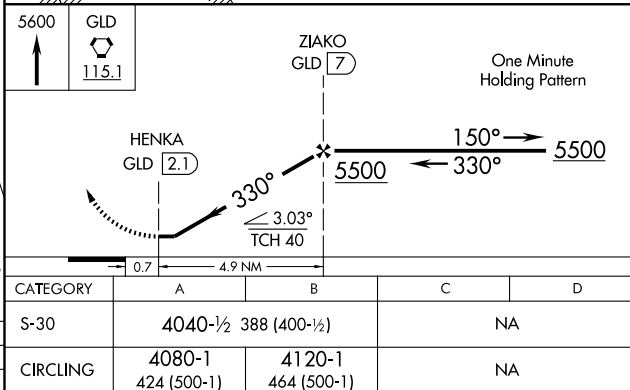
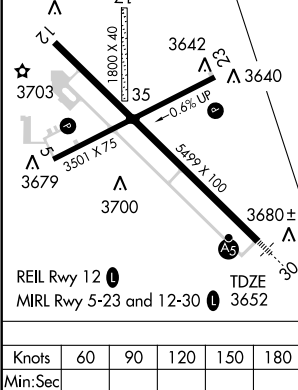
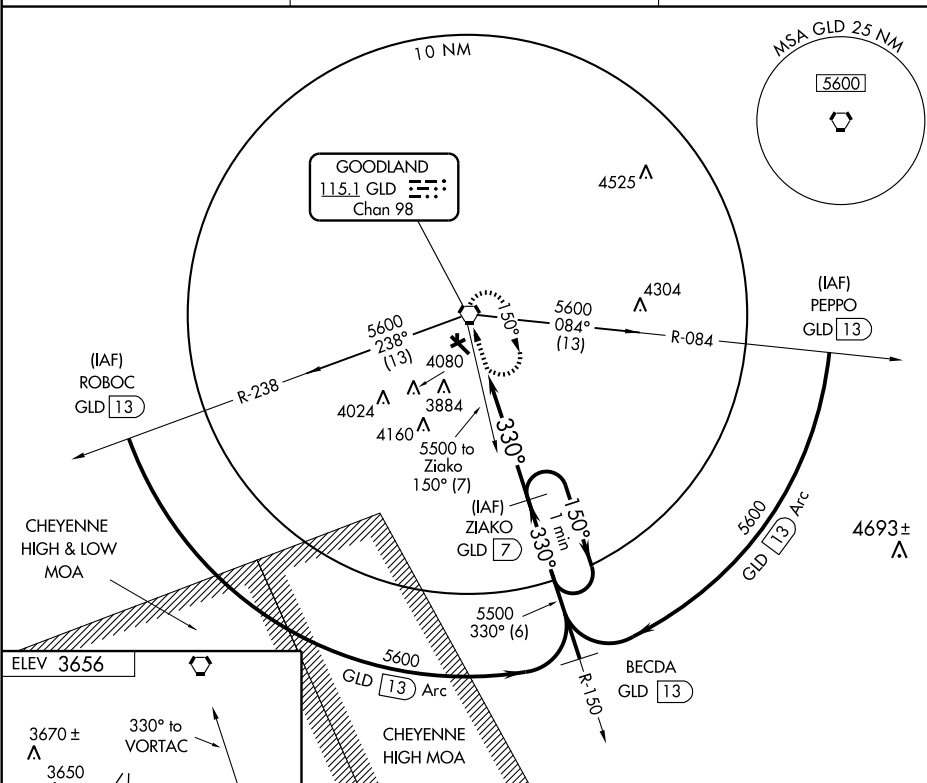
VOR/DME RWY 30  
GOODLAND/RENNER FIELD/GOODLAND MUNI (GLD)

**T** Circling not authorized south of runways 5 and 30.

MALSR  
A5

**MISSED APPROACH:** Climb to 5600 direct GLD VORTAC and hold.

ASOS  
**121,025**

DENVER CENTER  
132.5 379.15UNICOM  
122.95 (CTAF) **L**

GOODLAND, KANSAS  
Amdt 7 07186

GOODLAND/RENNER FIELD/GOODLAND MUNI (GLD)  
39° 22' N-101° 42' W VOR/DME RWY 30

NC-2. 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010



VORTAC GLD <b>115.1</b> Chan <b>98</b>	APP CRS <b>332°</b>	Rwy ldg TDZE Apt Elev	<b>5499</b> <b>3652</b> <b>3656</b>
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**VOR RWY 30**

GOODLAND/RENNER FIELD/GOODLAND MUNI (GLD)

▼ Circling not authorized south of runways 5 and 30.

MALSR

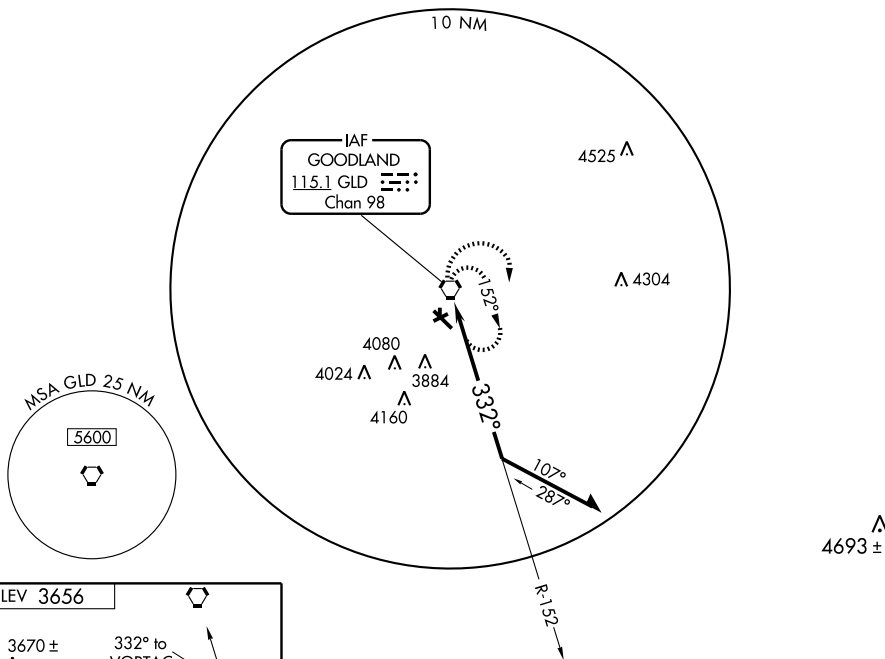


MISSED APPROACH: Climbing right turn to 5600 in GLD VORTAC holding pattern.

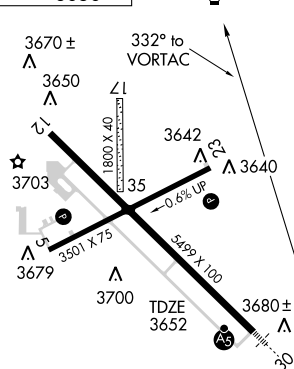
ASOS  
**121.025**

DENVER CENTER  
**132.5 379.15**

UNICOM  
**122.95 (CTAF) 0**



ELEV 3656



5600

GLD  
115.1

VORTAC

Remain  
within 10 NM

152°

332°

5600

REIL Rwy 12 0

MIRL Rwy 5-23 and 12-30 0

CATEGORY

A

B

C

D

S-30

4160-½ 508 (600-½)

NA

CIRCLING

4160-1 504 (600-1)

NA

10210

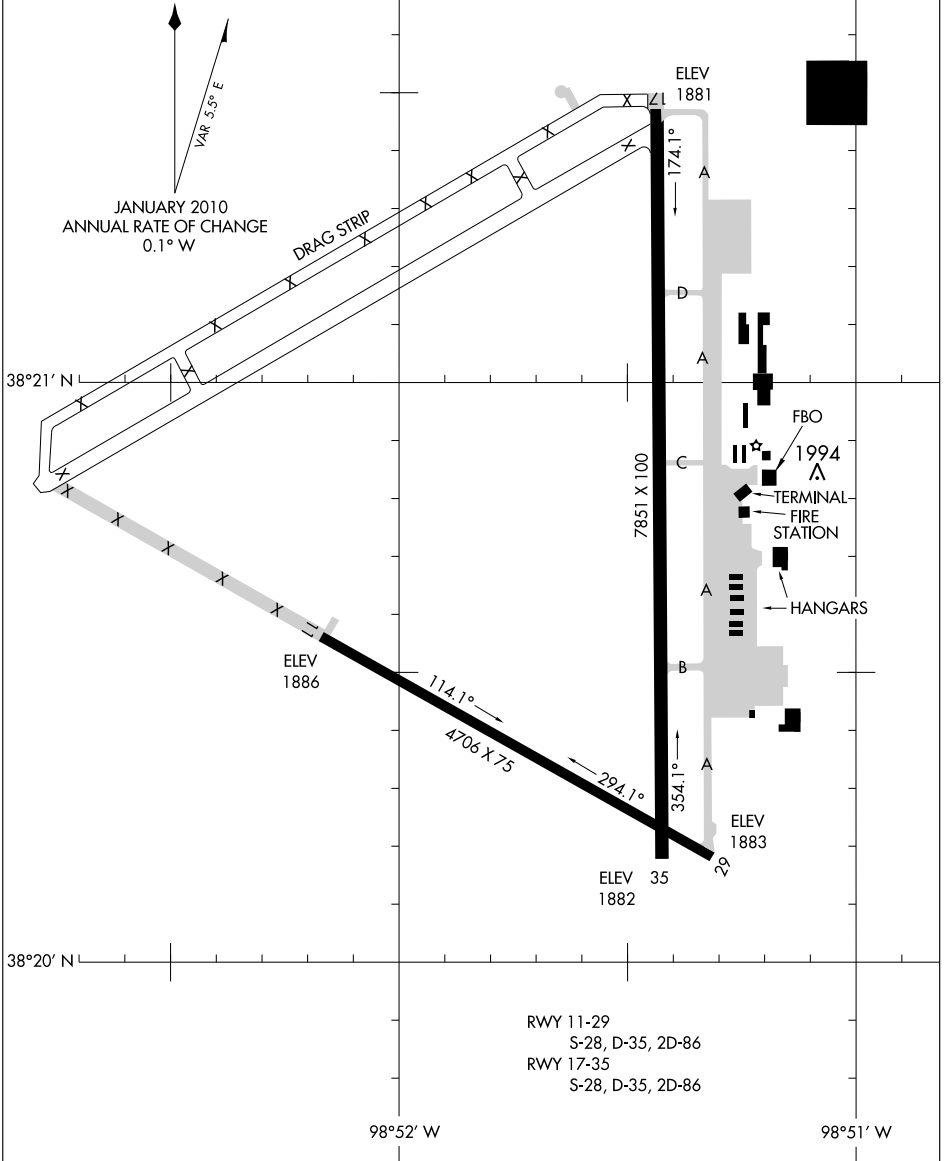
# AIRPORT DIAGRAM

AL-175 (FAA)

GREAT BEND MUNI (GBD)  
GREAT BEND, KANSAS

AWOS-3  
119.275  
CTAF/UNICOM  
122.8

FIELD  
ELEV  
1887



NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

# AIRPORT DIAGRAM

10210

GREAT BEND, KANSAS  
GREAT BEND MUNI (GBD)

## GOODLAND

**RENNER FLD (GOODLAND MUNI)** (GLD) 2 N UTC-7(-6DT) N39°22.24' W101°41.94'

3656 B S4 FUEL 100LL, JET A OX 2 NOTAM FILE GLD

RWY 12-30: H5499X100 (CONC) S-30, D-48 MIRL

RWY 12: REIL. Building. RWY 30: MALSR. Building.

RWY 05-23: H3501X75 (ASPH) S-12.5 MIRL 0.6% up SW

RWY 05: PAPI(P4L)—GA 3.0° TCH 37'. Road.

RWY 23: PAPI(P4L)—GA 3.0° TCH 41'.

RWY 17-35: 1800X40 (TURF)

**AIRPORT REMARKS:** Attended dalgt hrs. For svc call 785-890-7531 (Day) or 785-890-5349 (Night). Rwy 30 calm wind rwy. Rwy 23 turnaround does not have adequate clearance for holding. Only Twy A2 avbl for acft over 12,500 pounds. Rwy 17-35 yellow cone markers at thld. PAPI unusable byd 8° left of centerline. ACTIVATE MIRL Rwy 05-23 and Rwy 12-30, MALSR Rwy 30, REIL Rwy 12 and PAPI Rwy 05 and Rwy 23—CTAF.

**WEATHER DATA SOURCES:** ASOS 121.025 (785) 899-6591. HIWAS 115.1 GLD.

**COMMUNICATIONS:** CTAF/UNICOM 122.95

GOODLAND RCO 122.4 (WICHITA RADIO)

DENVER CENTER APP/DEP CON 132.5

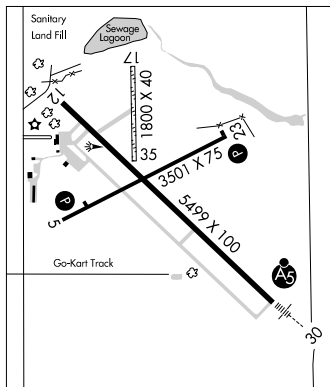
**RADIO AIDS TO NAVIGATION:** NOTAM FILE GLD.

GOODLAND (H) VORTACW 115.1 GLD Chan 98 N39°23.27'

W101°41.54' 185° 1.1 NM to fld. 3650/12E. HIWAS.

SHUGR NDB (MHW/LOM) 414 GL N39°17.63' W101°36.02' 306° 6.5 NM to fld.

ILS/DME 108.9 I-GLD Chan 26 Rwy 30. Class IE. LOM SHUGR NDB.



**GREAT BEND MUNI** (GBD) 4 W UTC-6(-5DT) N38°20.66' W98°51.55'

1887 B S4 FUEL 100LL, JET A OX 2 TPA-See Remarks Class III, ARFF Index A

NOTAM FILE GBD

RWY 17-35: H7851X100 (ASPH-AFSC) S-28, D-35, 2D-86 HIRL

RWY 17: REIL. PAPI(P4L)—GA 3.5° TCH 38'.

RWY 35: MALSR. VASI(V4L)—GA 3.0° TCH 50'.

RWY 11-29: H4706X75 (ASPH) S-28, D-35, 2D-86 MIRL

RWY 11: PAPI(P4L)—GA 3.0° TCH 38'.

RWY 29: PAPI(P4L)—GA 3.0° TCH 43'.

**AIRPORT REMARKS:** Attended 1230-0000Z†, after 0000Z† by req. Fuel 24 hr credit card svc avbl. 100LL and Jet A self svc avbl north end of terminal apron. Call arpt mgr 620-792-9446 for prices. Air carrier ops with more than 30 passenger seats is not authorized. Calm wind rwy designated as Rwy 17. All acft enter traffic pattern at 800' AGL except turbined-powered or large acft at 1500' AGL. ACTIVATE MIRL Rwy 11-29 HIRL Rwy 17-35, VASI and MALSR Rwy 35 and PAPI Rwy 11, Rwy 17 and Rwy 29—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.275 (620) 792-5019.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.5 (WICHITA RADIO)

KANSAS CITY CENTER APP/DEP CON 118.8

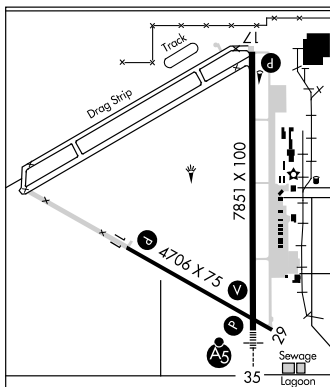
**RADIO AIDS TO NAVIGATION:** NOTAM FILE HUT.

HUTCHINSON (L) VORW/DME 116.8 HUT Chan 115 N37°59.82' W97°56.05' 287° 48.5 NM to fld. 1531/9E.

BABSY NDB (LOM) 419 GB N38°15.10' W98°51.35' 350° 5.5 NM to fld.

HILYN NDB (MHW) 338 HIL N38°21.55' W98°54.17' 105° 2.2 NM to fld. NOTAM FILE GBD.

ILS/DME 111.9 I-GBD Chan 56 Rwy 35. LOM BABSY NDB.



WICHITA

H-5B, L-10H

IAP, AD

LOC I-GBD <b>111.9</b> Chan <b>56</b>	APP CRS <b>352°</b>	Rwy Idg TDZE <b>1883</b> Apt Elev <b>1887</b>
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# ILS OR LOC RWY 35

GREAT BEND MUNI (GBD)



AFD Required.

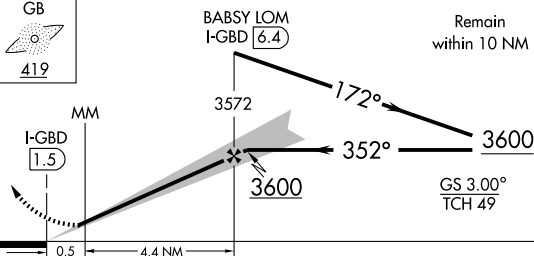
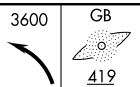
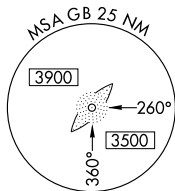
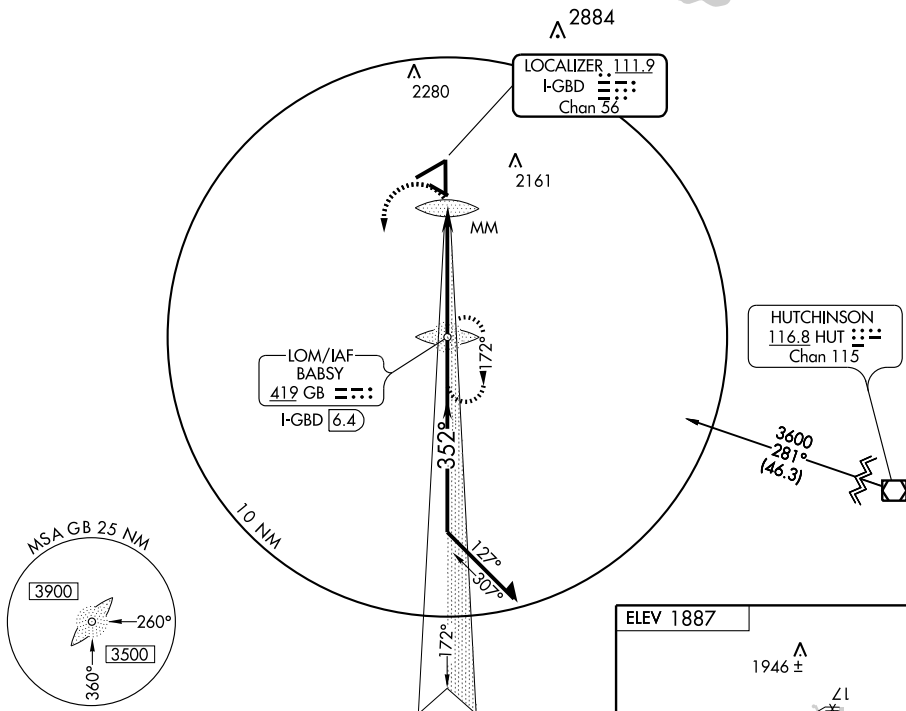


MISSED APPROACH: Climbing left turn  
to 3600 direct GB LOM and hold.

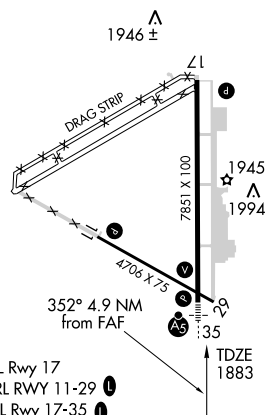
AWOS-3  
**119.275**

KANSAS CITY CENTER  
**118.8 337.4**

UNICOM  
**122.8 (CTAF)**



ELEV 1887



REIL Rwy 17  
MIRL RWY 11-29  
HIRL Rwy 17-35

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NDB HIL <b>308</b>	APP CRS <b>114°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>1887</b>
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# NDB-A

## GREAT BEND MUNI (GBD)

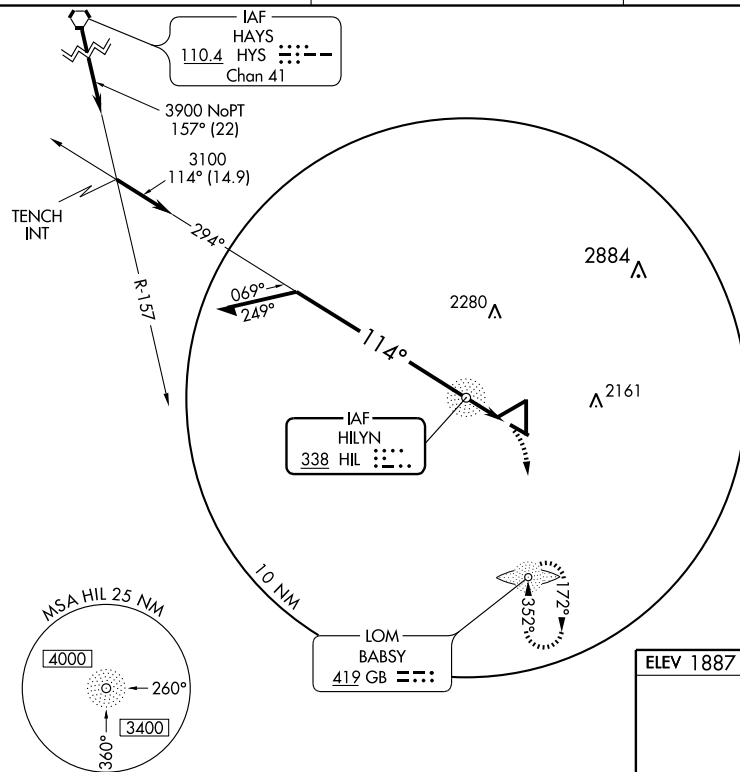


MISSED APPROACH: Climbing right turn to 3500 direct BABSY  
LOM and hold.

AWOS-3  
**119.275**

KANSAS CITY CENTER  
**118.8 337.4**

UNICOM  
**122.8 (CTAF) 0**



Remain  
within 10 NM

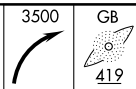
NDB

3600

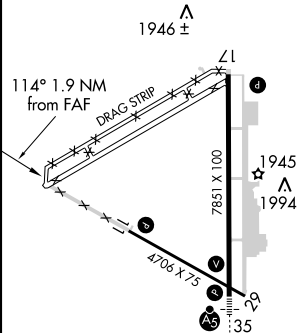
114°

3100

1.9 NM



ELEV 1887



REIL Rwy 17  
MIRL Rwy 11-29 0  
HIRL Rwy 17-35 0

CATEGORY	A	B	C	D
CIRCLING	2360-1 473 (500-1)	2360-1 473 (500-1)	2360-1½ 473 (500-1½)	2500-2 613 (700-2)

FAF to MAP 1.9 NM					
Knots	60	90	120	150	180
Min:Sec	1:54	1:16	0:57	0:46	0:38

# NDB RWY 35

## GREAT BEND MUNI (GBD)

LOM GB <b>419</b>	APP CRS <b>351°</b>	Rwy Idg TDZE Apt Elev	<b>7851</b> <b>1883</b> <b>1887</b>
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**▼** When local altimeter setting not received use Russell  
**▲** Muni altimeter setting and increase all MDA 80 feet and  
 increase S-35 Cat C/D and circling Cat D visibility ¼ mile.

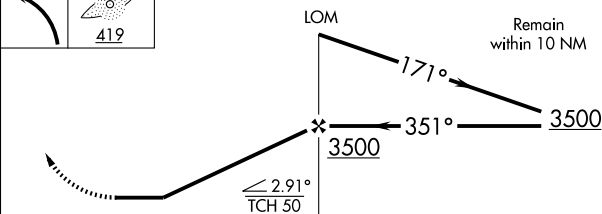
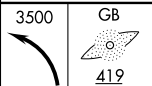
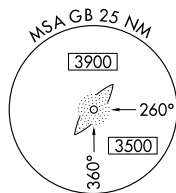
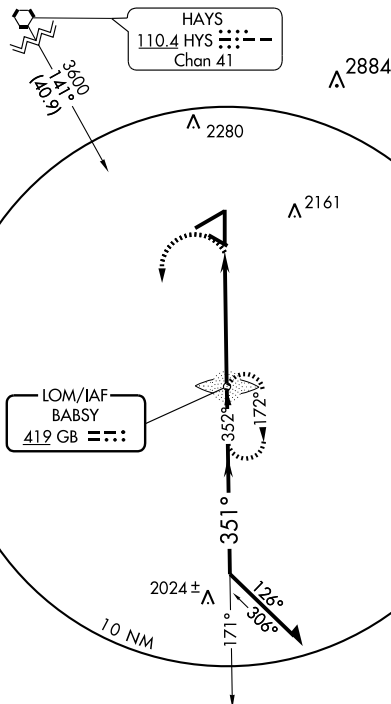


MISSED APPROACH: Climbing left turn to 3500  
 direct GB LOM and hold.

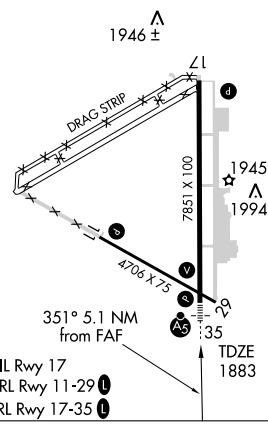
AWOS-3  
**119.275**

KANSAS CITY CENTER  
**118.8 337.4**

UNICOM  
**122.8 (CTAF)**



ELEV 1887



CATEGORY	A	B	C	D
S-35	2340-¾	457 (500-¾)		2340-1¼ 457 (500-1¼)
CIRCLING	2340-1	453 (500-1)	2340-1½ 453 (500-1½)	2500-2 613 (700-2)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

WAAS CH <b>70617</b> <b>W17A</b>	APP CRS <b>172°</b>	Rwy Idg TDZE Apt Elev	<b>7851</b> <b>1884</b> <b>1887</b>
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## RNAV (GPS) RWY 17

GREAT BEND MUNI (GBD)

**▼** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Russell Muni altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C and D visibility  $\frac{1}{2}$  mile. VDP NA with Russell Muni altimeter setting.

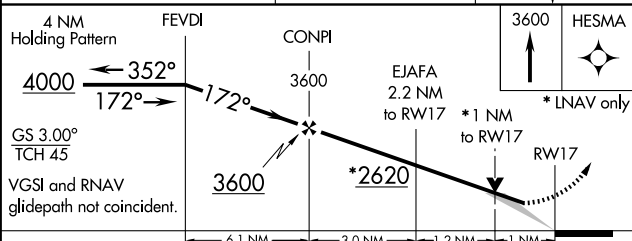
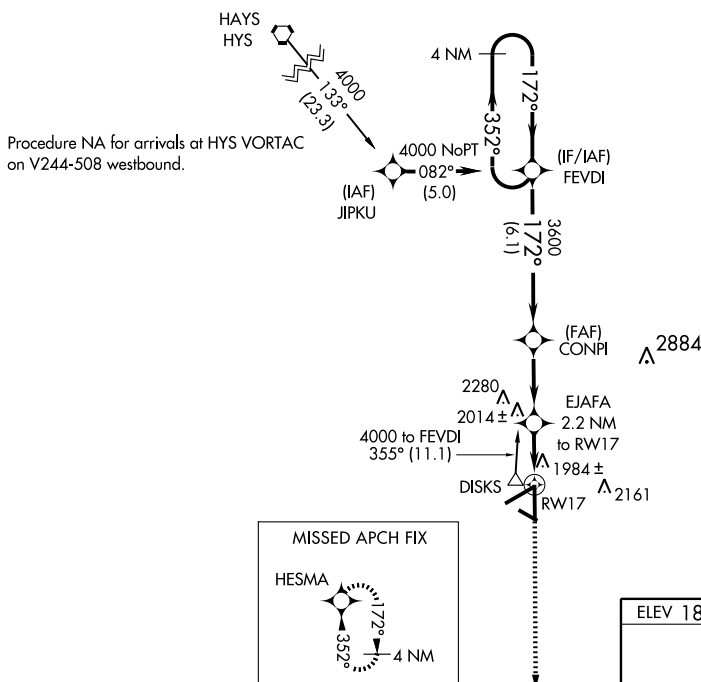
**▲** Baro-VNAV NA when using Russell Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F).

**MISSED APPROACH:**  
Climb to 3600 direct  
HESMA and hold.

AWOS-3  
**119.275**

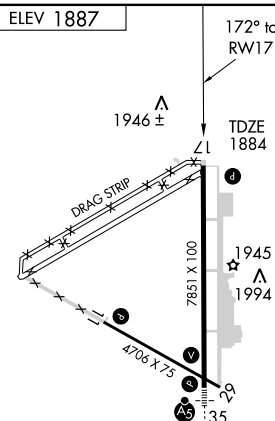
KANSAS CITY CENTER  
**118.8 337.4**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LPV DA		2084- $\frac{3}{4}$	200 (200- $\frac{3}{4}$ )	
LNAV/VNAV DA		2282-1 $\frac{1}{2}$	398 (400-1 $\frac{1}{2}$ )	
LNAV MDA	2300-1 413 (500-1)	2340-1 453 (500-1)	2340-1 $\frac{1}{2}$ 453 (500-1 $\frac{1}{2}$ )	2280-1 $\frac{1}{4}$ 396 (400-1 $\frac{1}{4}$ )
CIRCLING	2300-1 413 (500-1)	2340-1 453 (500-1)	2340-1 $\frac{1}{2}$ 453 (500-1 $\frac{1}{2}$ )	2440-2 553 (600-2)

ELEV 1887



REIL Rwy 17  
MIRL Rwy 11-29 **0**  
HIRL Rwy 17-35 **0**

WAAS CH <b>65710</b> <b>W35A</b>	APP CRS <b>352°</b>	Rwy Idg TDZE Apt Elev	<b>7851</b> <b>1883</b> <b>1887</b>
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## RNAV (GPS) RWY 35

GREAT BEND MUNI (GBD)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0.0°F) or above 45°C (113°F), DME/DME RNP-0.3 NA. When local altimeter setting not received, use Russell Muni altimeter setting and increase all DA 77 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV all Cats, LNAV Cat C and circling Cat D visibility ¼ mile. For inoperative MALSR increase LPV all Cats visibility to 1 mile. For inoperative MALSR when using Russell Muni altimeter setting increase LPV all Cats and LNAV Cat D visibility to 1¼ mile. Baro-VNAV and VDP NA when using Russell Muni altimeter setting. Inoperative table does not apply to LNAV Cat D.

MALSR

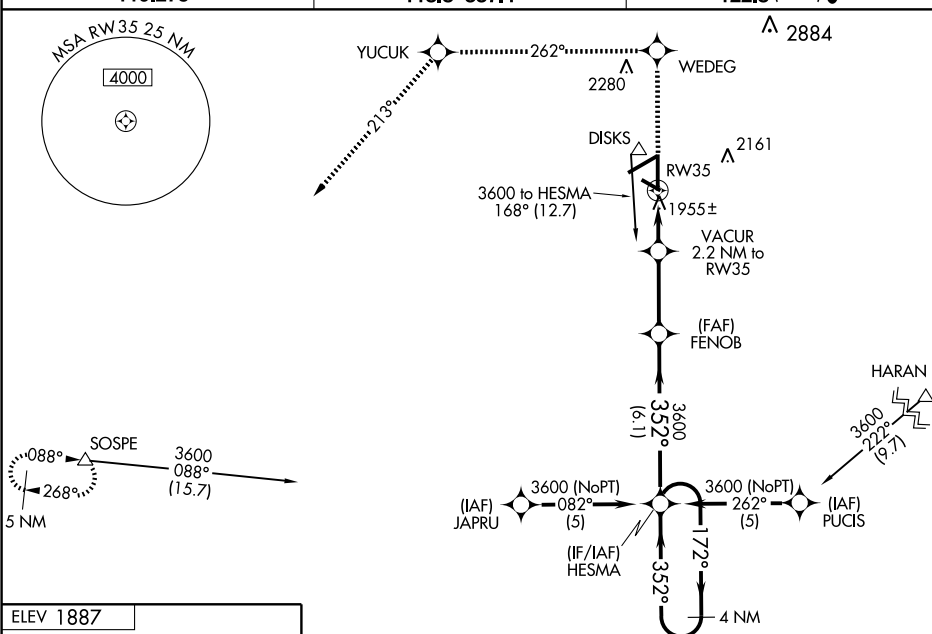


MISSED APPROACH: Climb to 4500 direct WEDEG and via 262° track to YUCUK then via 213° track to SOSPE and hold.

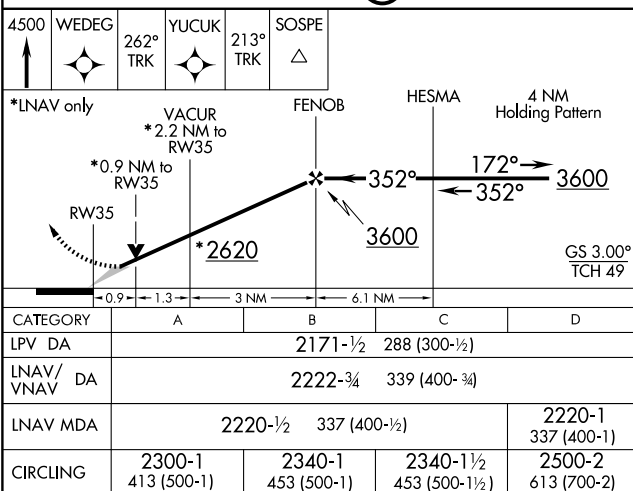
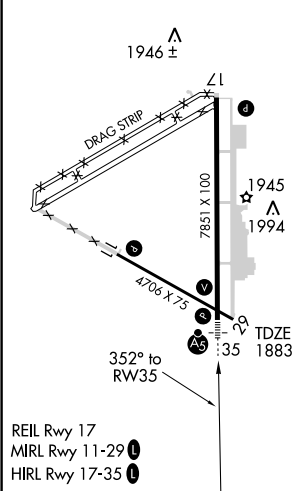
AWOS-3  
**119.275**

KANSAS CITY CENTER  
**118.8 337.4**

UNICOM  
**122.8 (CTAF) 0**



ELEV 1887





**GREENSBURG****PAUL WINDLE MUNI** (8K7) O E UTC-6(-5DT) N37°36.00' W99°16.51'

WICHITA

2230 NOTAM FILE ICT

**RWY 02-20:** 2600X130 (TURF)**RWY 02:** Road. **RWY 20:** Road.**RWY 17-35:** 2400X290 (TURF) LIRL (NSTD)**RWY 17:** Thld dsplcd 275'. Road. **RWY 35:** Road.**AIRPORT REMARKS:** Unattended. For svc other hrs, call 620-723-2751/2691. Rwy 02-20 width marked by mowing.

Rwy 17-35 only S 2125' lgtd. Rwy 17 dsplcd thld marked with orange metal 'A' frames. ACTIVATE NSTD LIRL

Rwy 17-35—CTAF.

**COMMUNICATIONS:** CTAF 122.9**HAROLD KRIER FLD** (See ASHLAND)**HARPER MUNI** (8K2) 1 SW UTC-6(-5DT) N37°16.69' W98°02.61'

WICHITA

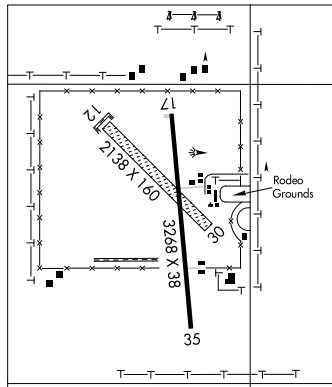
1427 FUEL 100LL NOTAM FILE ICT

**RWY 17-35:** H3268X38 (ASPH) MIRL**RWY 17:** Road. **RWY 35:** P-line.**RWY 12-30:** 2138X160 (TURF)**RWY 12:** P-lines. **RWY 30:** P-lines.**AIRPORT REMARKS:** Unattended. For fuel call city hall 620-896-2511 or after hrs call police dispatch 911. 30" ditch AER 12.**COMMUNICATIONS:** CTAF 122.9**KANSAS CITY CENTER APP/DEP CON** 118.35**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.**ANTHONY (L) VORTAC** 112.9 ANY Chan 76 N37°09.54'

W98°10.24' 033° 9.4 NM to fld. 1390/7E.

L-15D

IAP

**HARVS** N38°08.70' W97°16.57' NOTAM FILE ICT.

WICHITA

**NDB (LOM)** 395 CA 174° 5.3 NM to Newton-City-Co.

VORTAC ANY <b>112.9</b> Chan <b>76</b>	APP CRS <b>033°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1427</b>
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**VOR or GPS-B**  
HARPER MUNI (8K2)

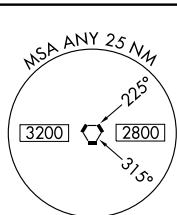


Use Wichita altimeter setting.

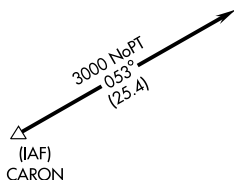
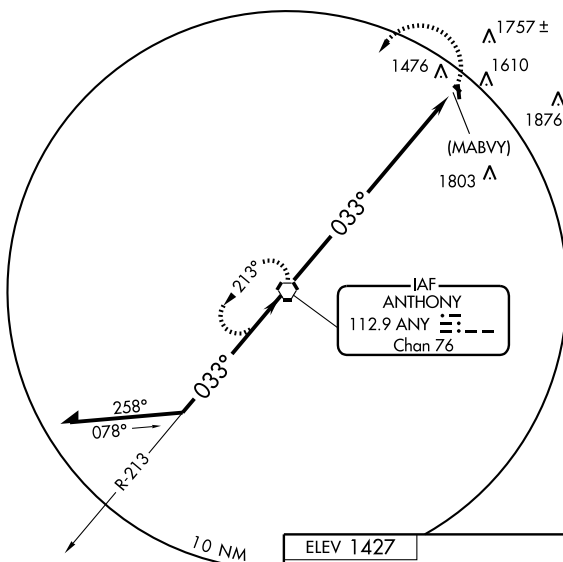
MISSED APPROACH: Climbing left turn to 3000 direct  
ANY VORTAC and hold

KANSAS CITY CENTER  
**118.35 344.8**

CTAF  
**122.9**

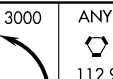
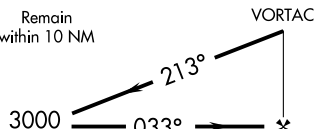


2533



ELEV 1427

Remain within 10 NM



033° 9.2 NM from FAF

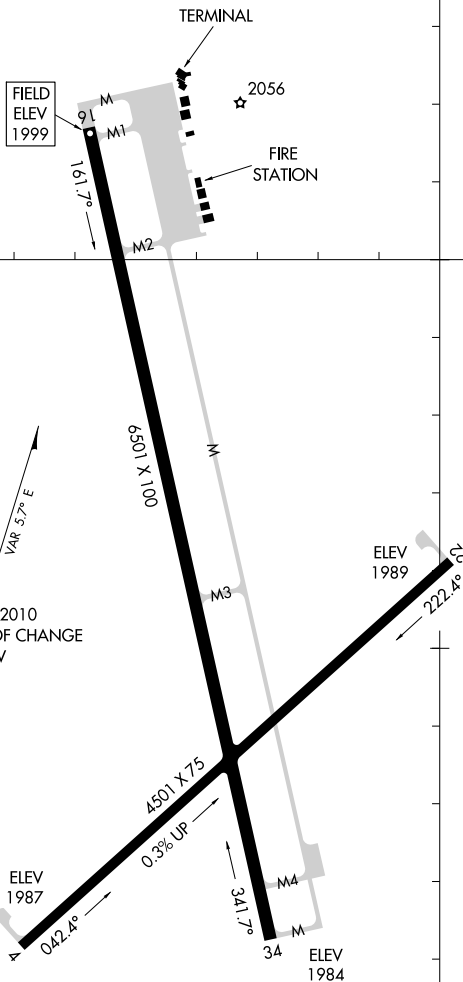
MIRL Rwy 17-35

CATEGORY	A	B	C	D
CIRCLING	2060-1 633 (700-1)		2060-1 633 (700-1 3/4)	NA

FAF to MAP 9.2 NM					
Knots	60	90	120	150	180
Min:Sec	9:12	6:08	4:36	3:41	3:04

## AIRPORT DIAGRAM

AL-5440 (FAA)

HAYS RGNL (HYS)  
HAYS, KANSASAWOS-3  
125.525  
CTAF/UNICOM  
122.8RWY 04-22  
S-12.5, D-12.5  
RWY 16-34  
S-28, D-48, 2D-86

## AIRPORT DIAGRAM

HAYS, KANSAS  
HAYS RGNL (HYS)

**HAYS RGNL** (HYS) 3 SE UTC-6(-5DT) N38°50.53' W99°16.39'

1999 B S4 FUEL 100LL, JET A Class II, ARFF Index A NOTAM FILE HYS

RWY 16-34: H6501X100 (ASPH) S-28, D-48, 2D-86 MIRL

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 43'.

RWY 34: MALSR. PAPI(P4L)—GA 3.0° TCH 43'.

RWY 04-22: H4501X75 (CONC) S-12.5, D-12.5, MIRL  
0.3% up NE

RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 38'.

**AIRPORT REMARKS:** Attended daigt hrs. After hrs for fuel call number posted. Arpt CLOSED to air carrier ops with more than 30 passenger seats except 24 hrs PPR call arpt manager 785-628-7370. Ultralight activity on and invof arpt. ACTIVATE MIRL Rwy 16-34, Rwy 4-22; PAPI Rwy 16, Rwy 34, Rwy 4 and Rwy 22; REIL Rwy 16, Rwy 4 and Rwy 22 and MALSR Rwy 34—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 125.525 (785) 625-3562. HIWAS 110.4 HYS.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.3 (WICHITA RADIO)

KANSAS CITY CENTER APP/DEP CON 124.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HYS.

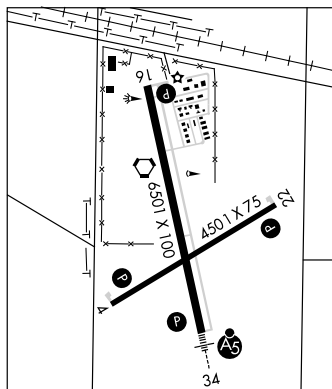
(L) VORTACW 110.4 HYS Chan 41 N38°50.86' W99°16.61'  
at fld. 1990/10E. HIWAS.

DME unusable 220°-030° byd 35 NM blo 3700'

VOR unusable 220°-030° byd 35 NM blo 4100' 030°-220° byd 35 NM blo 3500'

NETTE NDB (LOM) 374 HY N38°46.15' W99°15.08' 339° 4.6 NM to fld.

ILS 111.5 I-HYS Rwy 34, LOM NETTE NDB. ILS unmonitored.



WICHITA

H-5B, L-10H

IAP, AD

**HERBB** N38°45.19' W94°44.21' NOTAM FILE OJC.

NDB (LOM) 420 PK 356° 5.7 NM to Johnson Co Executive. Unmonitored.

KANSAS CITY

**HERINGTON RGNL** (HRU) 7 NE UTC-6(-5DT) N38°41.68' W96°48.48'

1480 B FUEL 100LL TPA-2300(820) NOTAM FILE ICT

RWY 17-35: H4184X75 (CONC) S-36, D-58 MIRL

**AIRPORT REMARKS:** Unattended. For transportation call 785-258-2877 days only or arpt management cell phone 785-258-0174 nighttime phone 785-258-2560. Fuel avbl 24 hrs with credit card. RDO-CTLD model acft activity on arpt weekends and holidays. Pilots lounge phone number 785-258-3822. ACTIVATE MIRL Rwy 17-35—CTAF.

**COMMUNICATIONS:** CTAF 122.9

KANSAS CITY CENTER APP/DEP CON 127.35

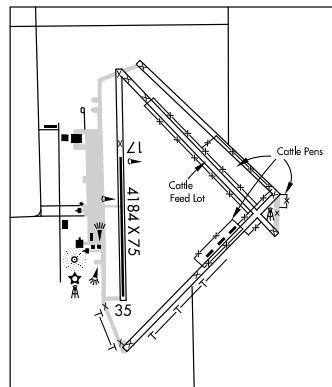
**RADIO AIDS TO NAVIGATION:** NOTAM FILE EMP.

EMPORIA (L) VORTACW 112.8 EMP Chan 75 N38°17.47'  
W96°08.29' 300° 39.8 NM to fld. 1220/8E.

HIWAS.

NDB (MHW) 407 HRU N38°41.57' W96°48.67' at fld.

NOTAM FILE ICT. Unmonitored.



KANSAS CITY

L-10I

IAP

**HIAWATHA MUNI** (K87) 2 NE UTC-6(-5DT) N39°52.75' W95°31.52'

1130 NOTAM FILE ICT

RWY 17-35: 3400X100 (TURF) LIRL

RWY 35: Road.

RWY 10-28: 2430X130 (TURF)

RWY 10: Road. RWY 28: Tree.

**AIRPORT REMARKS:** Unattended. Farm vehicles and equipment on and invof rwys. Rwy 10-28 has several transverse depressions and varmint holes. Rwy 17-35 heavy grass clippings on rwy. Rwy 10-28 very soft when wet. Low areas may have standing water after rain. AER 10 marked with orange cones.

**COMMUNICATIONS:** CTAF 122.9

KANSAS CITY

LOC I-HYS	APP CRS	Rwy Idg	<b>6500</b>
<b><u>111.5</u></b>	<b>339°</b>	TDZE	<b>1994</b>
		Apt Elev	<b>1999</b>

## ILS or LOC RWY 34

HAYS RGNL (HYS)

**V** ADF Required. When local altimeter setting not received, use Russell  
**NA** altimeter setting and increase all DA 69 feet and all MDA 80 feet,  
 increase S-LOC Cat C visibility ¼ mile. For inoperative MALSR when  
 using Russell altimeter setting, increase S-ILS all Cats visibility to 1.

MALS



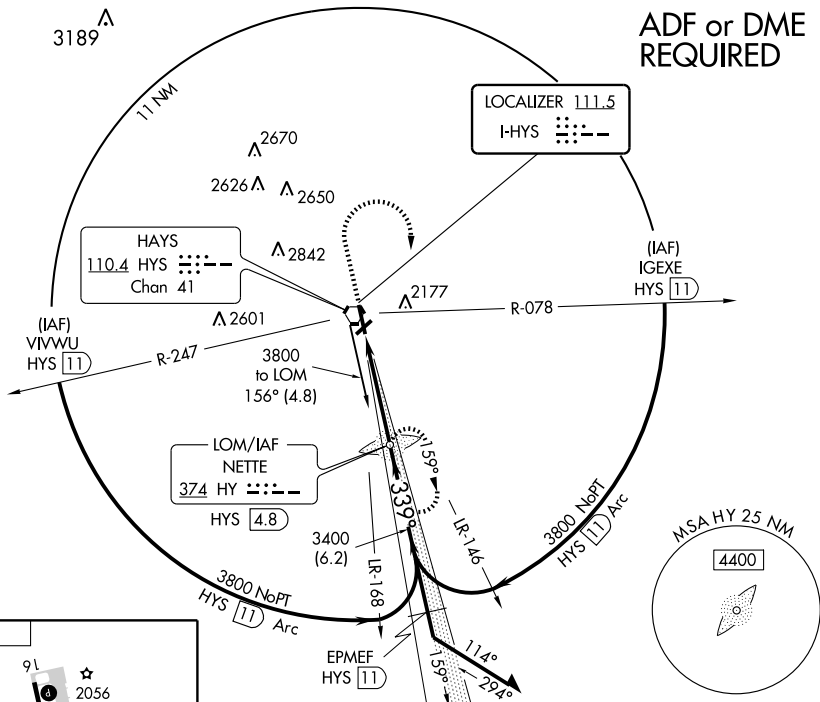
**MISSED APPROACH:** Climb to 2600 then climbing right turn to 3800 direct NETTE LOM/HYS 4.8 DME and hold.

AWOS-3  
125.525

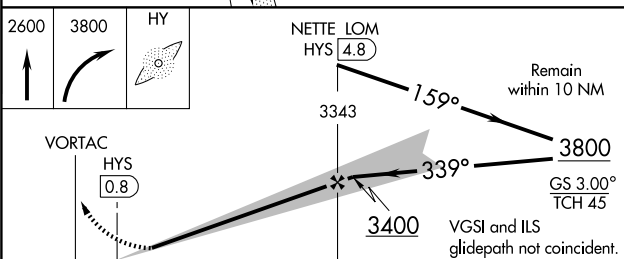
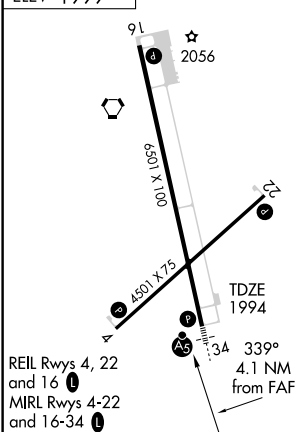
KANSAS CITY CENTER  
124.4 322.4

UNICOM  
122.8 (CTAF) **L**

ADF or DME  
REQUIRED



ELEV 1999



	4.1 NM			
CATEGORY	A	B	C	D
S-ILS 34	2194- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$ )			
S-LOC 34	2340- $\frac{1}{2}$ 346 (400- $\frac{1}{2}$ )			2340- $\frac{3}{4}$ 346 (400- $\frac{3}{4}$ )
CIRCLING	2440-1 441 (500-1)	2480-1 481 (500-1)	2480-1 $\frac{1}{2}$ 481 (500-1 $\frac{1}{2}$ )	2560-2 561 (600-2)

HAYS, KANSAS

Orig-E 26AUG10

HAYS RGNL (HYS)

ILS or LOC RWY 34

38° 51' N-99° 16' W

NC-2. 23 SEP 2010 to 21 OCT 2010

**NC-2, 23 SEP 2010 to 21 OCT 2010**

# RNAV (GPS) RWY 4

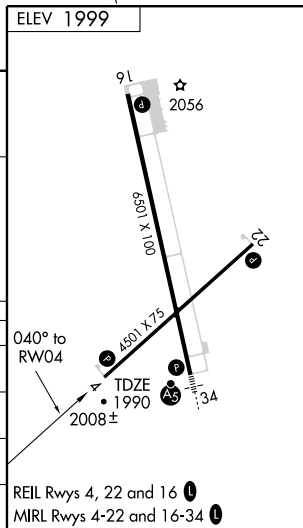
## HAYS RGNL (HYS)

**MISSED APPROACH:**  
Climb to 4000 direct  
HOSNI and hold.

UNICOM  
122.8 (CTAF) **L**



NC-2: 23 SEP 2010 to 21 OCT 2010

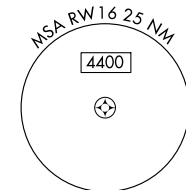


REIL Rwys 4, 22 and 16 **L**  
MIRL Rwys 4-22 and 16-34 **L**

HAYS RGNL (HYS)  
RNAV (GPS) RWY 4

HAYS RGNL (HYS)

**MISSED APPROACH:**  
Climb to 4000 direct  
GEYJA and hold.

UNICOM  
122.8 (CTAF) **L**

REIL Rwys 4, 22 and 16 **L**  
MIRL Rwys 4-22 and 16-34 **L**

HAYS RGNL (HYS)  
RNAV (GPS) RWY 16

WAAS CH <b>50519</b> <b>W22A</b>	APP CRS <b>220°</b>	Rwy Idg TDZE Apt Elev	<b>4501</b> <b>1990</b> <b>1999</b>
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**RNAV (GPS) RWY 22**

HAYS RGNL (HYS)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Russell altimeter setting and increase all DA 69 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat C and D visibility ½ mile. VDP and Baro-VNAV NA when using Russell altimeter setting.

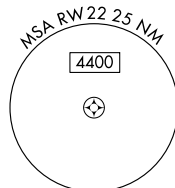
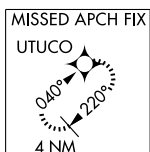
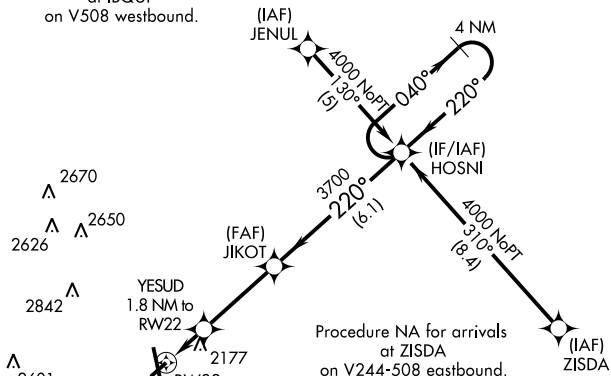
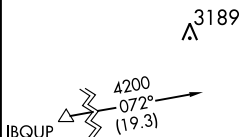
**MISSED APPROACH:**  
Climb to 4000 direct  
UTUCO and hold.

AWOS-3  
**125.525**

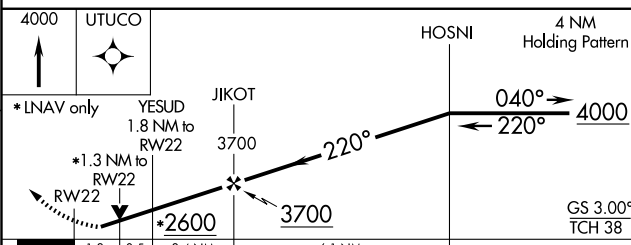
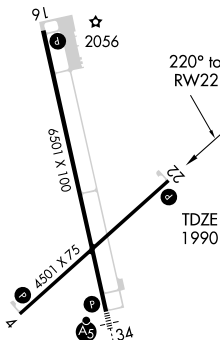
KANSAS CITY CENTER  
**124.4 322.4**

UNICOM  
**122.8 (CTAF) 0**

Procedure NA for arrivals  
at IBQUJ  
on V508 westbound.



ELEV 1999



CATEGORY	A	B	C	D
LPV DA	2240-1	250 (300-1)		
LNAV/VNAV DA	2476-1¾	486 (500-1¾)		
LNAV MDA	2440-1	450 (500-1)	2440-1¼ 450 (500-1¼)	2440-1½ 450 (500-1½)
CIRCLING	2440-1 441 (500-1)	2480-1 481 (500-1)	2480-1½ 481 (500-1½)	2560-2 561 (600-2)

REIL Rwy 4, 22 and 16 **0**  
MIRL Rwy 4-22 and 16-34 **0**

HAYS, KANSAS  
Orig 23SEP10

38° 51' N-99° 16' W

HAYS RGNL (HYS)  
**RNAV (GPS) RWY 22**

NC-2, 23 SEP 2010 to 21 OCT 2010



WAAS CH <b>78319</b> <b>W34A</b>	APP CRS <b>339°</b>	Rwy Idg TDZE Apt Elev	<b>6501</b> <b>1994</b> <b>1999</b>
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## RNAV (GPS) RWY 34

HAYS RGNL (HYS)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Russell altimeter setting and increase all DA 69 feet and all MDA 80 feet, increase LNAV/VNAV visibility all Cats ¼ mile and LNAV Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR when using Russell altimeter setting, increase LPV all Cats visibility to 1. VDP and Baro-VNAV NA when using Russell altimeter setting.

MALSR

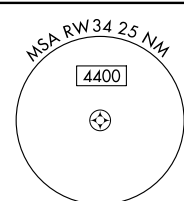


MISSED APPROACH:  
Climb to 4000 direct  
EQPOX and hold.

AWOS-3  
**125.525**

KANSAS CITY CENTER  
**124.4 322.4**

UNICOM  
**122.8 (CTAF) 0**



2842

2601

RW34  
2177

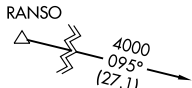
MISSED APCH FIX



OYLUC  
1.7 NM to  
RW34

(FAF)  
YURWU

3700  
(6-1)



Procedure NA for arrival  
at RANSO  
on V244 southwest bound.

(IAF)  
AYUCU

4000 NoPT  
069°  
(5)

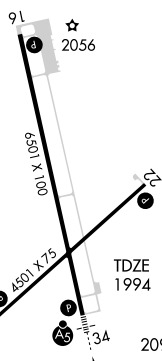
(IF/IAF)  
GEYJA

4000 NoPT  
249°  
(5)

(IAF)  
IKAHU



ELEV 1999



REIL Rwy 4, 22  
and 16   
MIRL Rwy 4-22  
and 16-34



\* LNAV only

OYLUC  
1.7 NM to  
RW34

\*1.1 NM to  
RW34

YURWU  
3700

3700  
\*2560

GEYJA  
4 NM  
Holding Pattern

159° → 4000  
← 339°

GS 3.00°  
TCH 45

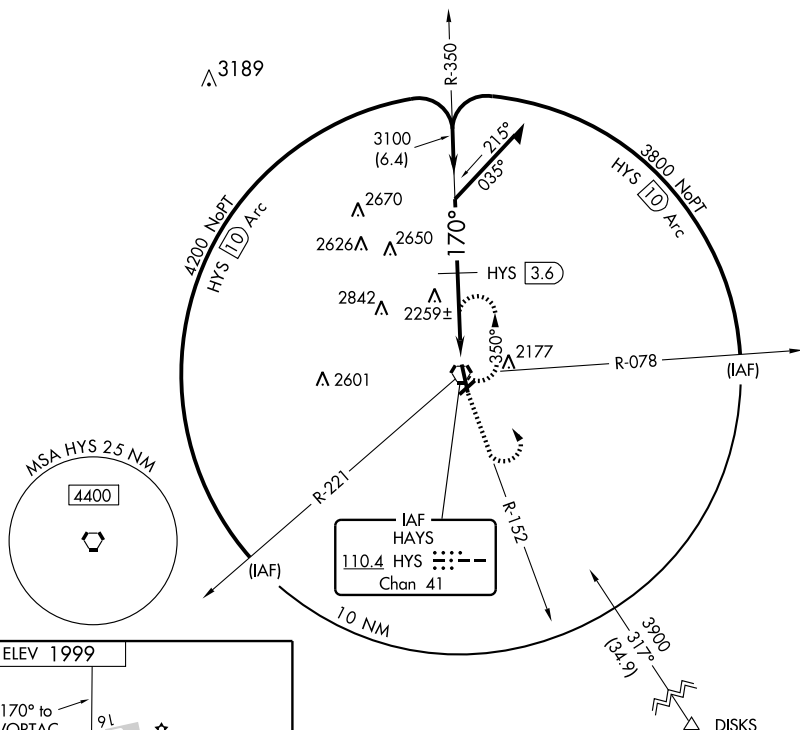
CATEGORY	A	B	C	D
LPV DA	2194-½	200 (200-½)		
LNAV/VNAV DA	2496-1¼	502 (500-1¼)		
LNAV MDA	2380-½	386 (400-½)		2380-1 386 (400-1)
CIRCLING	2440-1 441 (500-1)	2480-1 481 (500-1)	2480-1½ 481 (500-1½)	2560-2 561 (600-2)

VOR/DME RWY 16  
HAYS RGNL (HYS)

**MISSED APPROACH:** Climb to 3800 via HYS R-152 then climbing left turn to 3900 direct HYS VORTAC and hold.

KANSAS CITY CENTER  
124.4 322.4

UNICOM  
122.8 (CTAF) **L**



ELEV 1999

170° to -  
VORTAC.

91  
★  
2056  
TDZE  
1999

REIL Rwys 4, 22 and 16 **L**

MIRL Rwy 4-22 and 16-34 L

HAYS, KANSAS

Amdt 3F 26AUG10

Diagram illustrating a VORTAC navigation system. The VORTAC is located at the top left. A 350° radial extends from the VORTAC. A 3900 MSL altitude is indicated. A 170° radial extends from the VORTAC. A 3.04 NM distance is marked between the VORTAC and the 170° radial. A 3.3 NM distance is marked between the 170° radial and the 3900 MSL altitude. A 3100 MSL altitude is marked at the intersection of the 170° radial and the 3900 MSL altitude. A 3.04 NM distance is marked between the VORTAC and the 170° radial. A 3.3 NM distance is marked between the 170° radial and the 3900 MSL altitude. A 3100 MSL altitude is marked at the intersection of the 170° radial and the 3900 MSL altitude.

HAYS RGNL (HYS)

VOR/DME RWY 16

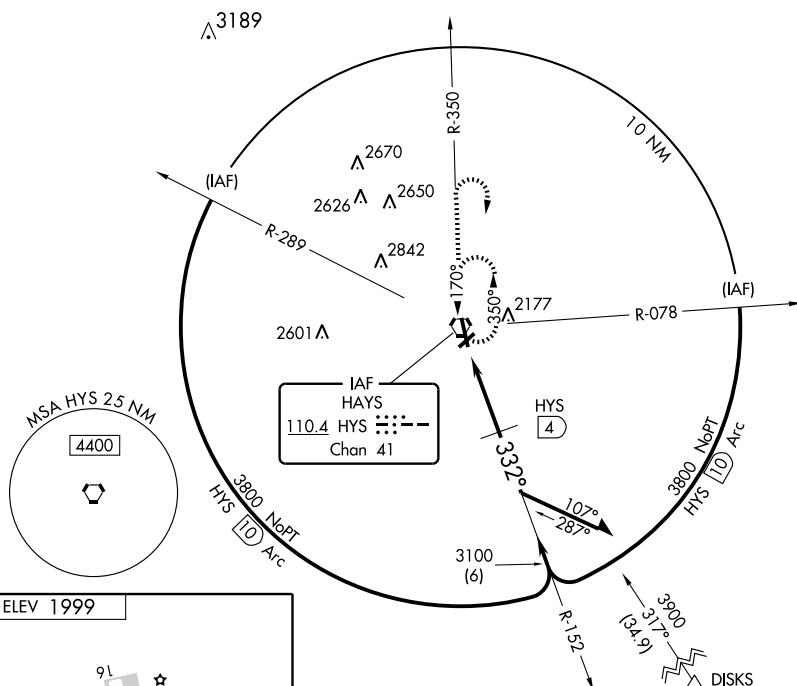
38°51' N-99°16' W

NC-2, 23 SEP 2010 to 21 OCT 2010

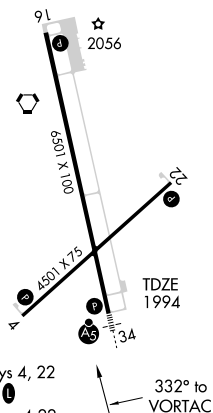
NC-2. 23 SEP 2010 to 21 OCT 2010


VOR/DME RWY 34  
HAYS RGNL (HYS)

**MISSED APPROACH:** Climb to 3800 via HYS R-350 then climbing right turn to 3900 direct HYS VORTAC and hold.

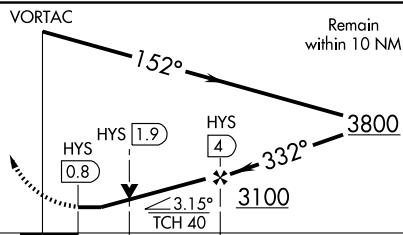
UNICOM  
122.8 (CTAF) **L**

ELEV 1999



3800 ↑ HYS R-350	3900 ↗	HYS 
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VGSI and descent angles  
not coincident.



CATEGORY	A	B	C	D
S-34	2380-1/2 386 (400-1/2)			2380-1 386 (400-1)
CIRCLING	2440-1 441 (500-1)	2480-1 481 (500-1)	2480-1 1/2 481 (500-1 1/2)	2560-2 561 (600-2)

38°51' N-99°16' W

HAYS RGNL (HYS)  
VOR/DME RWY 34

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

VORTAC HYS <b>110.4</b> Chan <b>41</b>	APP CRS <b>170°</b>	Rwy Idg TDZE Apt Elev	<b>6500</b> <b>1999</b> <b>1999</b>
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# VOR RWY 16

HAYS RGNL (HYS)

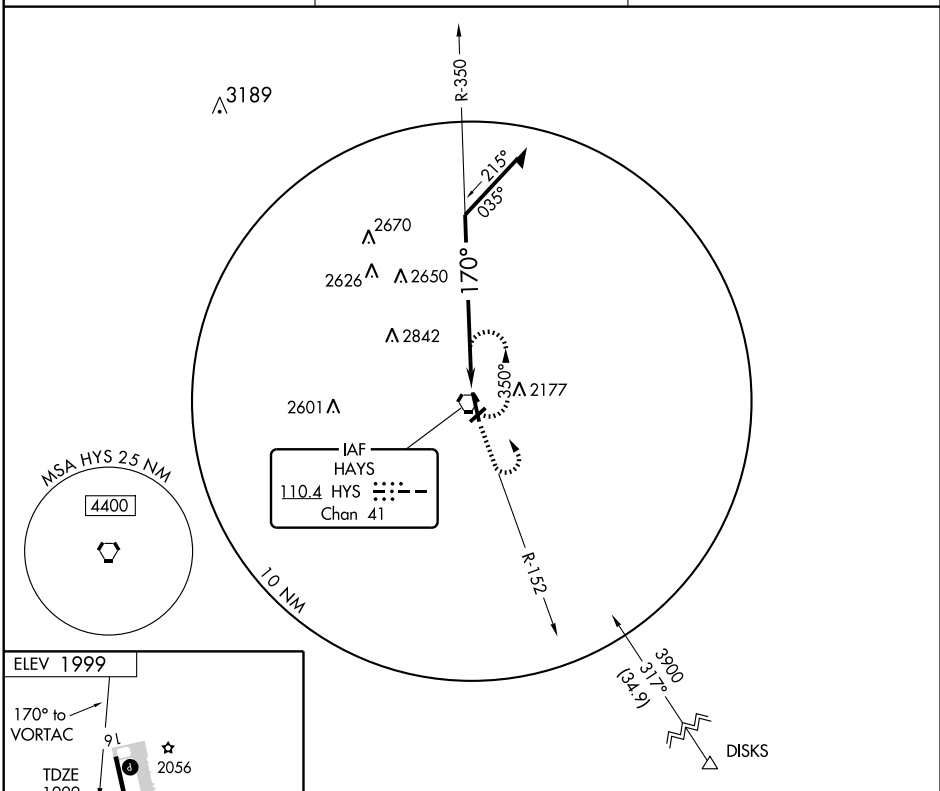
⚠ When local altimeter setting not received, use Russell altimeter setting and increase all MDA 80 feet, increase S-16 and Circling Cats B, C and D visibility ¼ mile.  
 ⚠ Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3800 via HYS R-152 then climbing left turn to 3900 direct HYS VORTAC and hold.

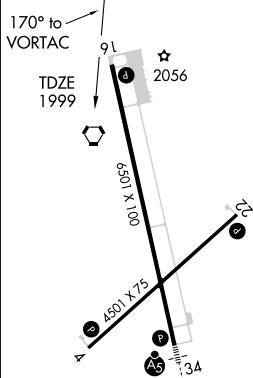
AWOS-3  
**125.525**

KANSAS CITY CENTER  
**124.4 322.4**

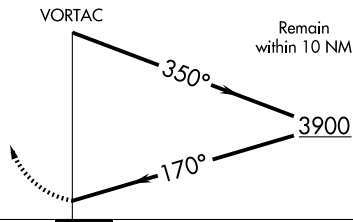
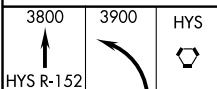
UNICOM  
**122.8 (CTAF) 0**



ELEV 1999



REIL Rws 4, 22 and 16 1  
 MRL Rws 4-22 and 16-34 1



CATEGORY	A	B	C	D
S-16	2700-1	701 (800-1)	2700-2 701 (800-2)	2700-2 ¼ 701 (800-2 ¼)
CIRCLING	2700-1	701 (800-1)	2700-2 701 (800-2)	2700-2 ¼ 701 (800-2 ¼)

HAYS, KANSAS

Amdt 3D 26AUG10

38°51' N-99°16' W

# HAYS RGNL (HYS) VOR RWY 16

VORTAC HYS <b>110.4</b> Chan 41	APP CRS <b>332°</b>	Rwy Idg TDZE Apt Elev	<b>6500</b> <b>1994</b> <b>1999</b>
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# VOR RWY 34

HAYS RGNL (HYS)

When local altimeter setting not received, use Russell altimeter setting and increase all MDA 80 feet, increase S-34 Cats C and D visibility ¼ mile.  
VDP NA with Russell altimeter setting



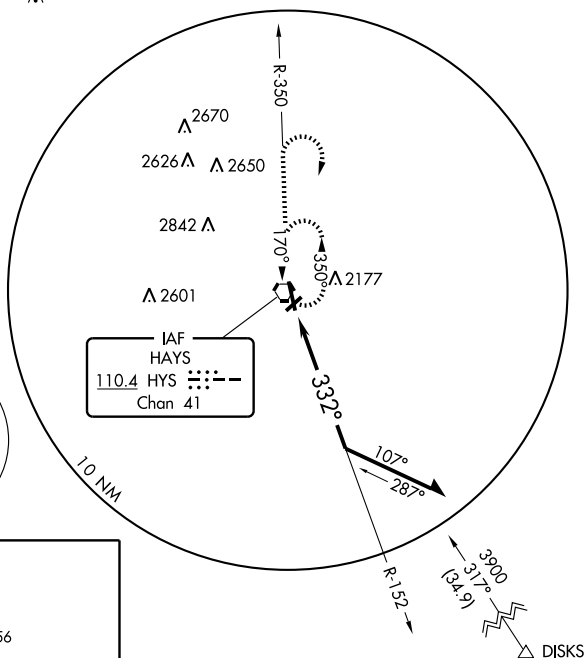
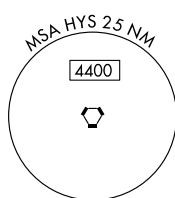
MISSED APPROACH: Climb to 3800 via HYS R-350 then climbing right turn to 3900 direct HYS VORTAC and hold.

AWOS-3  
**125.525**

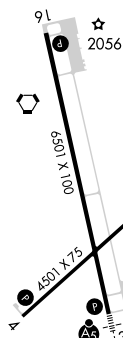
KANSAS CITY CENTER  
**124.4 322.4**

UNICOM  
**122.8 (CTAF) 0**

3189



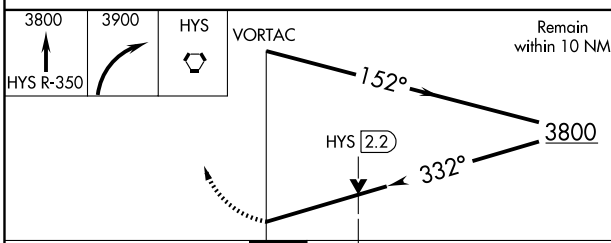
ELEV 1999



REIL Rwy 4, 22 and 16  
MIRL Rwy 4-22 and 16-34

TDZE 1994

332° to VORTAC



CATEGORY	A	B	C	D
S-34	2480-½	486 (500-½)	2480-¾ 486 (500-¾)	2480-1 486 (500-1)
CIRCLING	2480-1	481 (500-1)	2480-1½ 481 (500-1½)	2560-2 561 (600-2)

**HAYS RGNL** (HYS) 3 SE UTC-6(-5DT) N38°50.53' W99°16.39'

1999 B S4 FUEL 100LL, JET A Class II, ARFF Index A NOTAM FILE HYS

RWY 16-34: H6501X100 (ASPH) S-28, D-48, 2D-86 MIRL

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 43'.

RWY 34: MALSR. PAPI(P4L)—GA 3.0° TCH 43'.

RWY 04-22: H4501X75 (CONC) S-12.5, D-12.5, MIRL  
0.3% up NE

RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 38'.

**AIRPORT REMARKS:** Attended daigt hrs. After hrs for fuel call number posted. Arpt CLOSED to air carrier ops with more than 30 passenger seats except 24 hrs PPR call arpt manager 785-628-7370. Ultralight activity on and invof arpt. ACTIVATE MIRL Rwy 16-34, Rwy 4-22; PAPI Rwy 16, Rwy 34, Rwy 4 and Rwy 22; REIL Rwy 16, Rwy 4 and Rwy 22 and MALSR Rwy 34—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 125.525 (785) 625-3562. HIWAS 110.4 HYS.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.3 (WICHITA RADIO)

KANSAS CITY CENTER APP/DEP CON 124.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HYS.

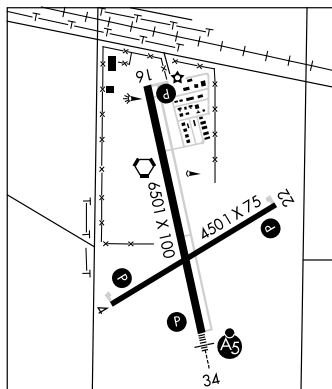
(L) VORTACW 110.4 HYS Chan 41 N38°50.86' W99°16.61'  
at fld. 1990/10E. HIWAS.

DME unusable 220°-030° byd 35 NM blo 3700'

VOR unusable 220°-030° byd 35 NM blo 4100' 030°-220° byd 35 NM blo 3500'

NETTE NDB (LOM) 374 HY N38°46.15' W99°15.08' 339° 4.6 NM to fld.

ILS 111.5 I-HYS Rwy 34, LOM NETTE NDB. ILS unmonitored.



WICHITA

H-5B, L-10H

IAP, AD

**HERBB** N38°45.19' W94°44.21' NOTAM FILE OJC.

NDB (LOM) 420 PK 356° 5.7 NM to Johnson Co Executive. Unmonitored.

KANSAS CITY

**HERINGTON RGNL** (HRU) 7 NE UTC-6(-5DT) N38°41.68' W96°48.48'

1480 B FUEL 100LL TPA-2300(820) NOTAM FILE ICT

RWY 17-35: H4184X75 (CONC) S-36, D-58 MIRL

**AIRPORT REMARKS:** Unattended. For transportation call 785-258-2877 days only or arpt management cell phone 785-258-0174 nighttime phone 785-258-2560. Fuel avbl 24 hrs with credit card. RDO-CTLD model acft activity on arpt weekends and holidays. Pilots lounge phone number 785-258-3822. ACTIVATE MIRL Rwy 17-35—CTAF.

**COMMUNICATIONS:** CTAF 122.9

KANSAS CITY CENTER APP/DEP CON 127.35

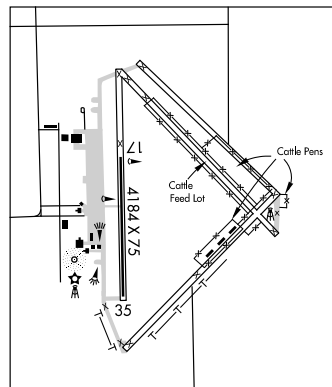
**RADIO AIDS TO NAVIGATION:** NOTAM FILE EMP.

EMPORIA (L) VORTACW 112.8 EMP Chan 75 N38°17.47'  
W96°08.29' 300° 39.8 NM to fld. 1220/8E.

HIWAS.

NDB (MHW) 407 HRU N38°41.57' W96°48.67' at fld.

NOTAM FILE ICT. Unmonitored.



KANSAS CITY

L-10I

IAP

**HIAWATHA MUNI** (K87) 2 NE UTC-6(-5DT) N39°52.75' W95°31.52'

1130 NOTAM FILE ICT

RWY 17-35: 3400X100 (TURF) LIRL

RWY 35: Road.

RWY 10-28: 2430X130 (TURF)

RWY 10: Road. RWY 28: Tree.

**AIRPORT REMARKS:** Unattended. Farm vehicles and equipment on and invof rwy. Rwy 10-28 has several transverse depressions and varmint holes. Rwy 17-35 heavy grass clippings on rwy. Rwy 10-28 very soft when wet. Low areas may have standing water after rain. AER 10 marked with orange cones.

**COMMUNICATIONS:** CTAF 122.9

KANSAS CITY

NDB HRU	APP CRS	Rwy Idg	<b>4184</b>
<b><u>407</u></b>	<b>184°</b>	TDZE	<b>1480</b>
		Apt Elev	<b>1480</b>

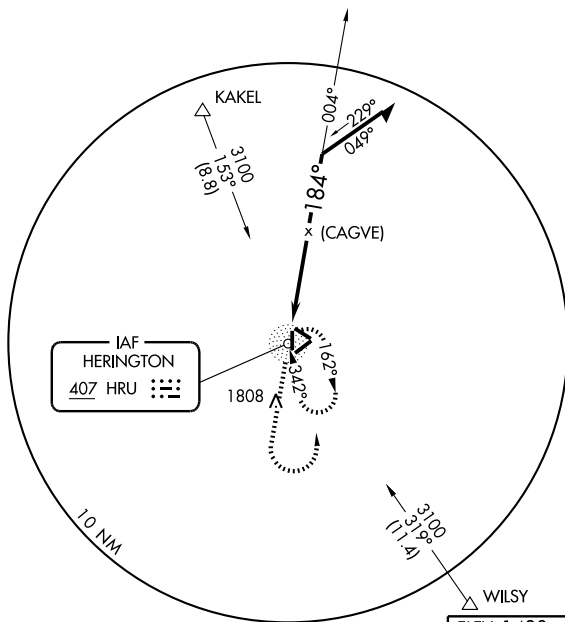
# NDB or GPS RWY 17

Use Manhattan altimeter setting; when not available use Salina altimeter setting and increase all MDAs 60 feet.

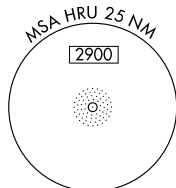
**MISSED APPROACH:** Climb to 3100 then left turn direct HRU NDB and hold.

**A NA**

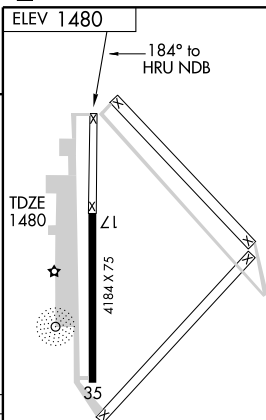
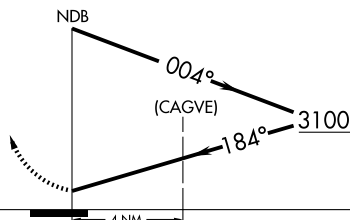
KANSAS CITY CENTER  
127.35 257.975

UNICOM  
122.8CTAF  
122.9 **L**

A1929



Remain  
within 10 NM

MIRL Rwy 17-35 **L**

CATEGORY	A	B	C	D
S-17	2100-1	620 (700-1)	2100-1 $\frac{3}{4}$ 620 (700-1 $\frac{3}{4}$ )	2100-2 620 (700-2)
CIRCLING	2100-1	620 (700-1)	2100-1 $\frac{3}{4}$ 620 (700-1 $\frac{3}{4}$ )	2240-2 $\frac{1}{2}$ 760 (800-2 $\frac{1}{2}$ )

Knots	60	90	120	150	180
Min:Sec					

HERINGTON, KANSAS

Amdt 1A 07298

HERINGTON RGNL (HRU)

38°42'N-96°48'W

NDB or GPS RWY 17

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

NDB HRU	APP CRS	Rwy Idg	<b>4184</b>
<b><u>407</u></b>	<b>342°</b>	TDZE	<b>1480</b>
		Apt Elev	<b>1480</b>

# NDB or GPS RWY 35

Use Manhattan altimeter setting; when not available use Salina altimeter setting and increase all MDAs 40 feet.

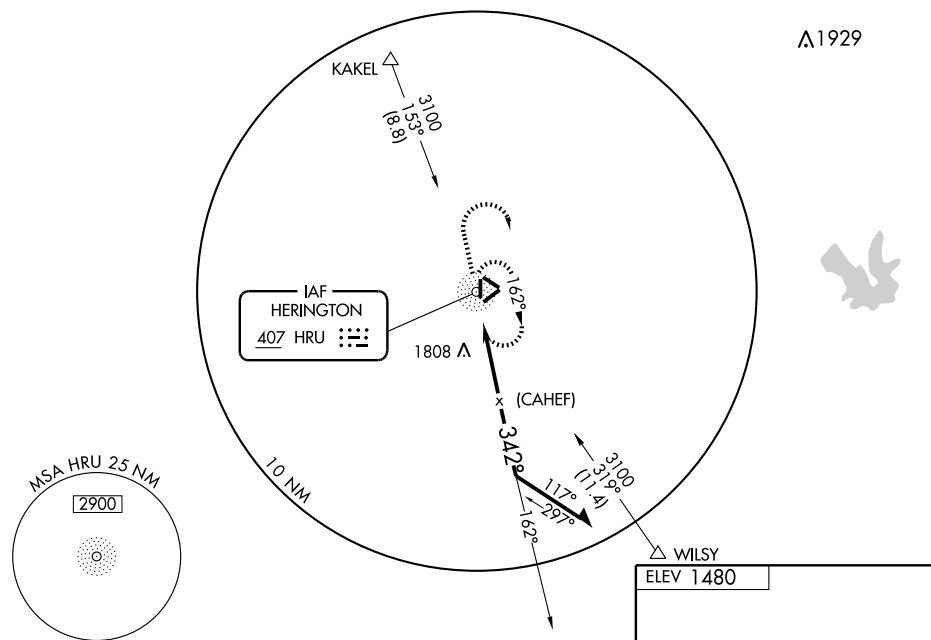
**MISSED APPROACH:** Climb to 3100 then right turn direct HRU NDB and hold.

**ANA**

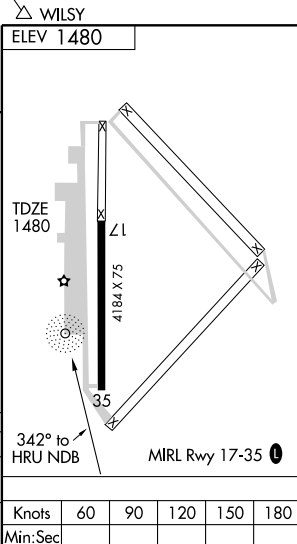
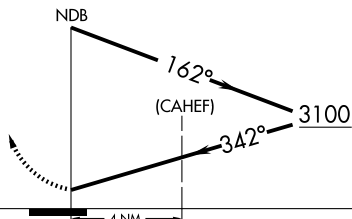
KANSAS CITY CENTER  
127.35 257.975

UNICOM  
122.8

CTAF  
**122.9** **L**



Remain  
within 10 NM



CATEGORY	4 INCH			
	A	B	C	D
S-35	2300-1 820 (900-1)	2300-1¼ 820 (900-1¼)	2300-2½ 820 (900-2½)	2300-2¾ 820 (900-2¾)
CIRCLING	2300-1 820 (900-1)	2300-1¼ 820 (900-1¼)	2300-2½ 820 (900-2½)	2300-2¾ 820 (900-2¾)

HERINGTON, KANSAS  
Amdt 1 07298

38°42'N-96°48'W

HERINGTON RGNL (HRU)  
NDB or GPS RWY 35

NC-2. 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010





APP CRS	Rwy Idg	5000
172°	TDZE	2238
	Apt Elev	2238

# RNAV (GPS) RWY 17

HILL CITY MUNI (HLC)

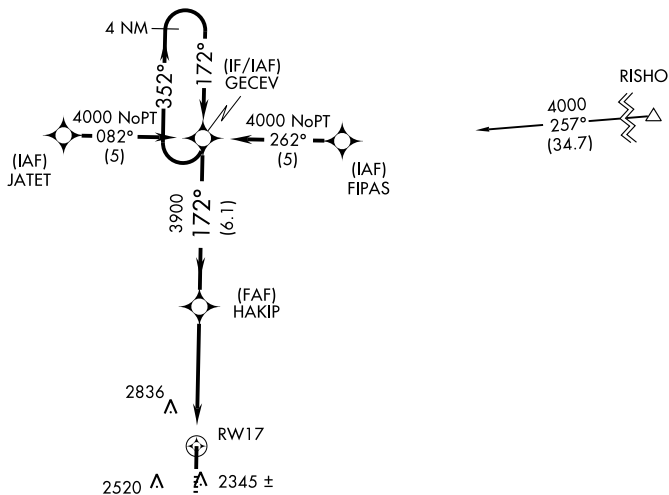
**T** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Norton Muni altimeter setting and increase all MDAs 100 feet.

**A** VDP NA when using Norton Muni altimeter setting.

**MISSED APPROACH:** Climb to 4100  
direct FIMEV and hold.

ASOS  
**118.425**

WICHITA RADIO  
122.65

CTAF  
122.9 **L**

ELEV 2238

172° to  
RW17

TDZE  
2238

5

35

35

HIRL Rwy 17-35 **L**

Orig 09351

39°23'N-99°50'W

HILL CITY MUNI (HLC)

RNAV (GPS) RWY 17

NC-2, 23 SEP 2010 to 21 OCT 2010





NDB HQG <b>365</b>	APP CRS <b>003°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>3133</b> <b>3134</b>
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# NDB RWY 2

## HUGOTON MUNI (HQG)

**▼** If local altimeter setting not received, use Liberal altimeter setting and increase all MDAs 100 feet.  
**▲ NA** Visibility reduction by helicopters NA.

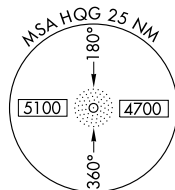
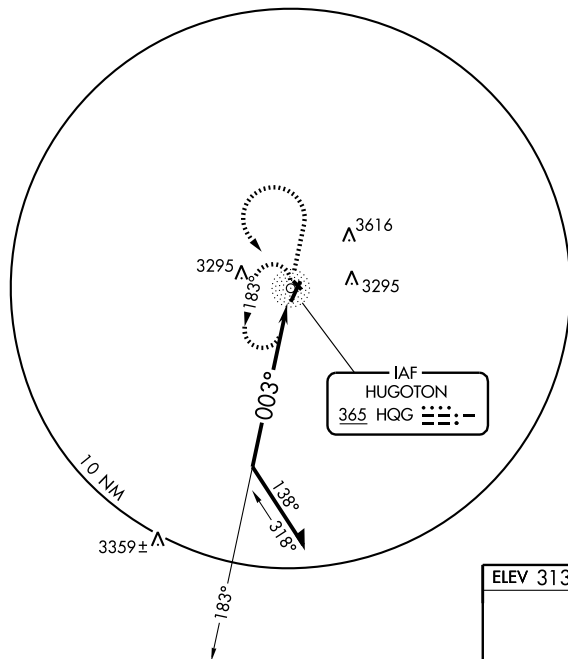
**MISSED APPROACH:** Climb to 4200 then climbing left turn to 4800 direct HQG NDB and hold.

AWOS-3  
**118.6**

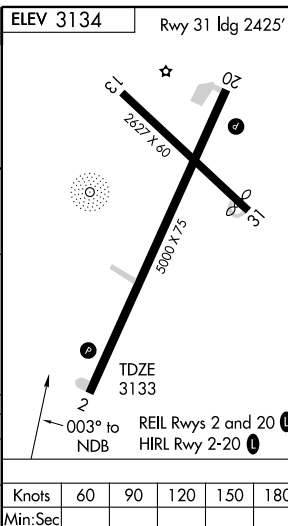
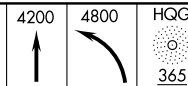
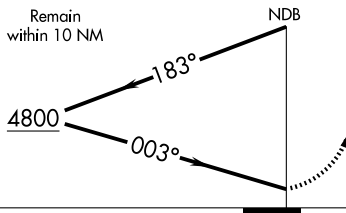
KANSAS CITY CENTER  
**134.0 290.8**

UNICOM  
**122.8 (CTAF) 0**

**▲ 3725**



Remain within 10 NM



CATEGORY	A	B	C	D
S-2	3720-1	587 (600-1)	3720-1½ 587 (600-1½)	NA
CIRCLING	3720-1	586 (600-1)	3720-1½ 586 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

WAAS CH <b>63003</b> <b>W02A</b>	APP CRS <b>016°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>3133</b> <b>3134</b>
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# RNAV (GPS) RWY 2

HUGOTON MUNI (HQT)

**NA** BARO-VNAV NA when using Liberal altimeter setting.  
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F).  
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
If local altimeter setting not received, use Liberal altimeter setting and increase all DAs 84 feet and all MDAs 100 feet.

MISSED APPROACH: Climb to 5000 direct WAGIX and hold.

AWOS-3  
**118.6**

KANSAS CITY CENTER  
**134.0 290.8**

UNICOM  
**122.8 (CTAF)**

3768

3295  
3164 ± RW02

MISSED APCH FIX

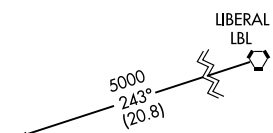


3339 ±  
(FAF)  
WATRI

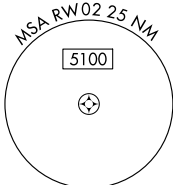
(IF/IAF)  
OVAME

5000  
016°  
(6.4)

5000 NoPT  
286°  
(5) (IAF) UBICI



Procedure NA for arrivals at LBL VORTAC on airway radials 184 CW 300.

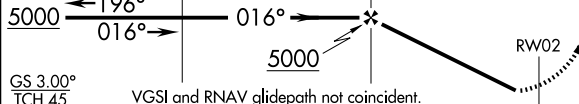


(IAF) BRAKR

5 NM  
Holding Pattern

OVAME

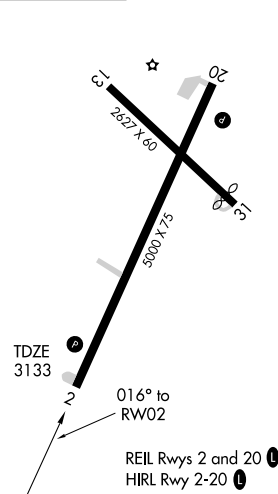
WATRI



6.4 NM 5.6 NM

CATEGORY	A	B	C	D
LPV DA	3383-1	250 (300-1)		NA
LNAV/VNAV DA	3424-1	291 (300-1)		NA
LNAV MDA	3600-1	467 (500-1)	3600-1¼ 467 (500-1¼)	NA
CIRCLING	3600-1	466 (500-1)	3600-1½ 466 (500-1½)	NA



ELEV 3134 Rwy 31 Idg 2425'



WAAS CH <b>86603</b> <b>W20A</b>	APP CRS <b>196°</b>	Rwy Idg <b>5000</b> TDZE <b>3132</b> Apt Elev <b>3134</b>
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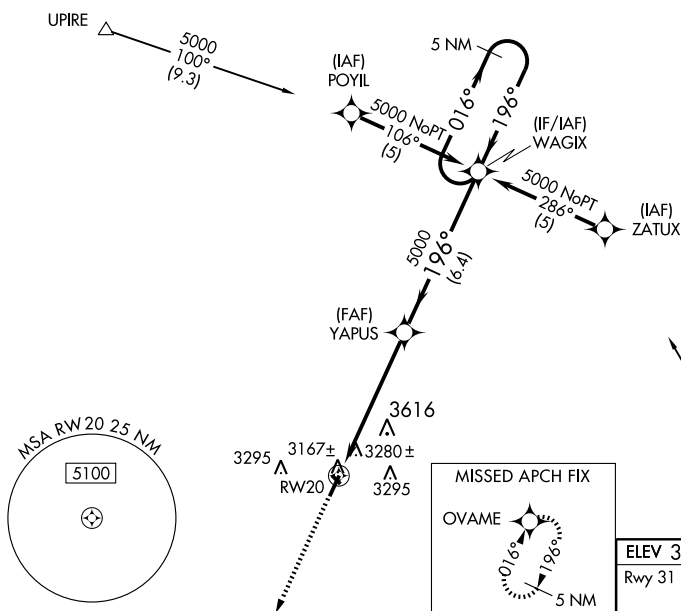
# RNAV (GPS) RWY 20

## HUGOTON MUNI (HQQ)

  NA	BARO-VNAV NA when using Liberal altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP 0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Liberal altimeter setting and increase all DAs 84 feet and MDAs 100 feet. VDP NA when using Liberal altimeter setting.	MISSED APPROACH: Climb to 5000 direct OVAME and hold.
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AWOS-3  
118.6

KANSAS CITY CENTER  
134.0 290.8

UNICOM  
122.8 (CTAF) **L**

Procedure NA for arrivals  
at LBL VORTAC  
via V507 southbound

ELEV 3134
Rwy 31 lda 2

3134  
31 |da 2425

5000  
↑  
OVAME

VGS and RNAV glidepath not coincident.

5 NM Holding Pattern

\* LNAV only

\* 2.2 NM to RW20

RW20

2.2 NM

3.4 NM

6.4 NM

YAPUS

WAGIX

196°

016°

5000

198°

GS 3.00°  
TCH 45°

CATEGORY	A	B	C	D
LPV DA	3382-1	250 (300-1)		NA
LNAV/ VNAV DA	3437-1	305 (400-1)		NA
LNAV MDA	3860-1	728 (800-1)	3860-2 728 (800-2)	NA
CIRCLING	3860-1	726 (800-1)	3860-2 726 (800-2)	NA

REIL Rwy 2 and 20 **L**  
HIRL Rwy 2-20 **L**





**HUTCHINSON MUNI** (HUT) 3 E UTC-6(-5DT) N38°03.93' W97°51.64'

1543 B S4 FUEL 100LL, JET A OX 1 Class IV, ARFF Index A NOTAM FILE HUT

RWY 13-31: H7004X100 (ASPH) S-42, D-52, 2D-76 HIRL

RWY 13: MALSR. Tree.

RWY 31: REIL. VASI(V4L)—GA 3.0° TCH 42'. Road.

RWY 04-22: H6000X100 (ASPH-CONC) S-42, D-52, 2D-76

MIRL 0.5% up NE

RWY 04: REIL. VASI(V4L)—GA 3.0° TCH 55'. Thld dsplcd 400'. Road.

RWY 22: REIL. VASI(V4L)—GA 3.4° TCH 42'. Ground.

RWY 17-35: H4252X75 (ASPH) S-42, D-50, 2D-76 MIRL

RWY 17: PAPI(P4L)—GA 3.0° TCH 42'. Trees.

RWY 35: PAPI(P4L)—GA 3.0° TCH 38'. Thld dsplcd 800'. Road.

#### LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 13	04-22	5250
RWY 17	04-22	3200
RWY 22	13-31	3400
RWY 31	17-35	2800

#### RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA-6000	TODA-6000	ASDA-6000	LDA-5600
RWY 13: TORA-7004	TODA-7004	ASDA-7004	LDA-7004
RWY 17: TORA-4252	TODA-4252	ASDA-4252	LDA-4252
RWY 22: TORA-6000	TODA-6000	ASDA-6000	LDA-6000
RWY 31: TORA-7004	TODA-7004	ASDA-7004	LDA-7004
RWY 35: TORA-4252	TODA-4252	ASDA-4252	LDA-3452

**AIRPORT REMARKS:** Attended 1300-0100Z†. For attendant after hours call 620-663-1546. Crane 200' AGL 1000' E of Rwy 17-35 midfield SR-SS daily. Arpt CLOSED to air carrier ops with over 30 passenger seats except 24 hour PPR. Call arpt manager 620-694-2692; city manager 620-694-2610. Migratory birds on and invof arpt. Crossing rwys used for taxiing to and from active rwys. Rwy 13 touchdown rwy visual range avbl. ACTIVATE HIRL Rwy 13-31, MIRL Rwy 17-35, MIRL Rwy 04-22, MALSR Rwy 13, VASI Rwy 04 and Rwy 22, PAPI Rwy 17 and Rwy 35—CTAF.

**WEATHER DATA SOURCES:** ASOS (620) 662-1071. LAWRS.

**COMMUNICATIONS:** CTAF 118.5 ATIS: 124.25 UNICOM 122.95

RCO 122.05 (FORT WORTH RADIO)

Ⓡ **WICHITA APP/DEP CON** 125.5

**TOWER** 118.5 (1300-0500Z‡) **GND CON** 121.9

**VFR ADVSY SVC** ctc **APP CON**

**AIRSPACE:** CLASS D svc 1300-0500Z‡ other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HUT.

(L) VORW/DME 116.8 HUT Chan 115 N37°59.82' W97°56.05' 031° 5.4 NM to fld. 1531/9E.

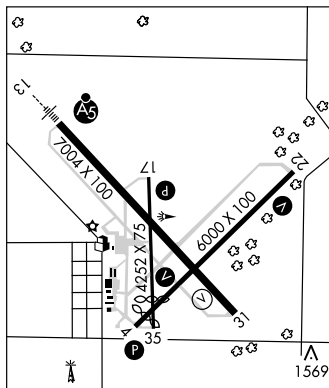
SALT NDB (LOM) 404 HU N38°07.42' W97°55.62' 132° 4.7 NM to fld.

ILS 110.1 I-HUT Rwy 13 Class IE. LOM SALT NDB. ILS unmonitored when twr clsd.

WICHITA

H-5B, L-101, 15D

IAP, AD



APP CRS	Rwy Idg	<b>5600</b>
<b>036°</b>	TDZE	<b>1518</b>
	Apt Elev	<b>1542</b>

# GPS RWY 4

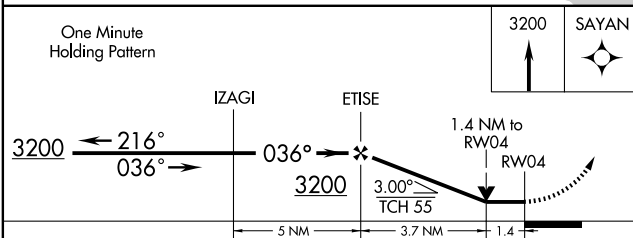
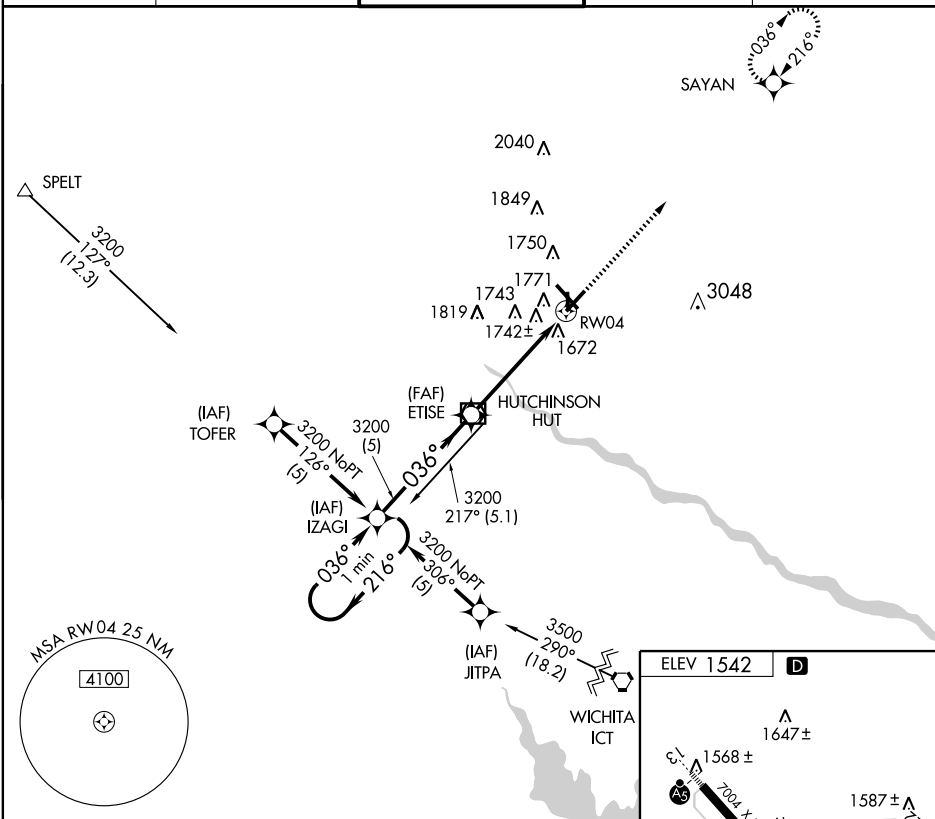
HUTCHINSON MUNI (HUT)



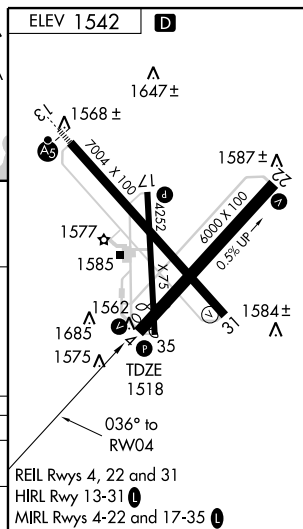
NA

MISSED APPROACH: Climb to 3200 direct SAYAN WP and hold.

ATIS <b>124.25</b>	WICHITA APP CON <b>125.5 306.2</b>	HUTCHINSON TOWER ★ <b>118.5 (CTAF) 363.0</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-4	2000-1 482 (500-1)		2000-1 ¼ 482 (500-1 ¼)	NA
CIRCLING	2080-1 538 (600-1)		2080-1 ½ 538 (600-1 ½)	NA



# GPS RWY 22

## HUTCHINSON MUNI (HUT)



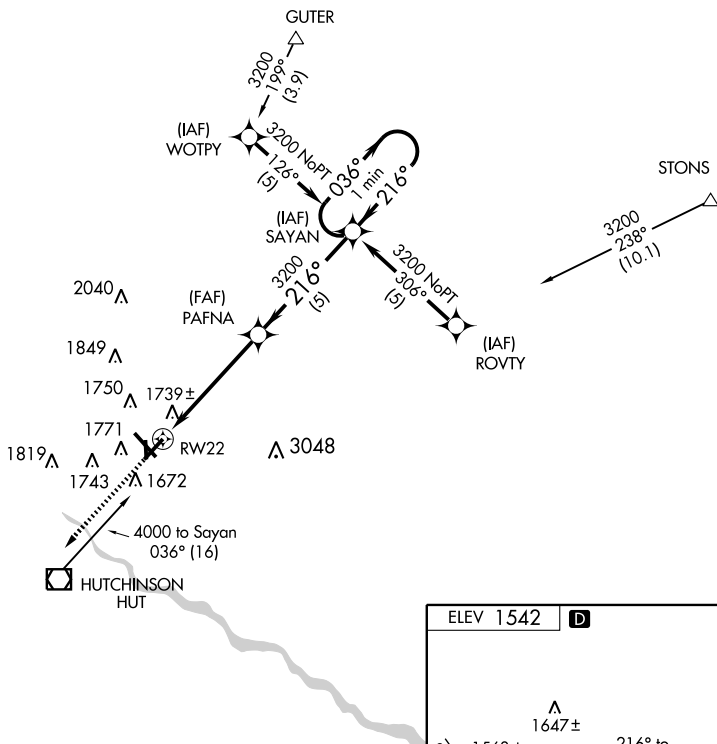
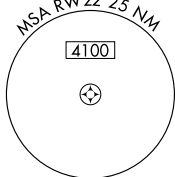
**MISSED APPROACH:** Climb to 3200 direct IZAGI WP and hold.

ATIS  
124.25

WICHITA APP CON  
125.5 306.2

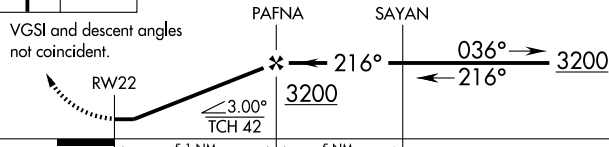
HUTCHINSON TOWER ★  
118.5 (CTAF) 363.0

GND CON  
**121.9**

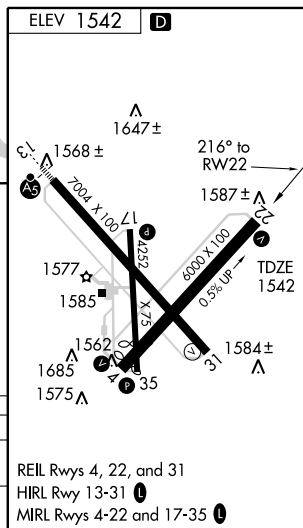
UNICOM  
122.95

VGSI and descent angles  
not coincident.

### One Minute Holding Pattern



CATEGORY	A	B	C	D
S-22	2000-1	458 (500-1)	2000-1¼ 458 (500-1¼)	NA
CIRCLING	2080-1	538 (600-1)	2080-1½ 538 (600-1½)	NA



HUTCHINSON, KANSAS  
Orig-A 08325

HUTCHINSON MUNI (HUT)  
GPS RWY 22

38° 04' N-97° 52' W

**NC-2, 23 SEP 2010 to 21 OCT 2010**

NC-2. 23 SEP 2010 to 21 OCT 2010

## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DODGE CITY, KS		
DODGE CITY RGNL (DDC)	HS 1	Ramp is in close proximity to rwys.
GARDEN CITY, KS		
GARDEN CITY RGNL (GCK)	HS 1	Back taxi required for full length Rwy 12.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
	HS 3	Twy A leads to int or Rwy 30.
GRAND ISLAND, NE		
CENTRAL NEBRASKA RGNL (GRI)	HS 1	Twy B crosses Rwy 17.
	HS 2	Twy C crosses Rwy 17 at the ramp.
HUTCHINSON, KS		
HUTCHINSON MUNI (HUT)	HS 1	Complex twy/rwy crossings.
	HS 2	Close proximity rwy boundary markings.
LIBERAL, KS		
LIBERAL MID-AMERICA RGNL (LBL)	HS 1	Multiple rwys and twys intersect in small area.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
LINCOLN, NE		
LINCOLN (LNK)	HS 1	Complex int of rwys and twys.
	HS 2	Apch holding position on twy near run up area.
MANHATTAN, KS		
MANHATTAN RGNL (MHK)	HS 1	Terminal ramp at Twy D intersects with Rwy 03-21.
	HS 2	Twy A intersects with Rwy 13-31.
OLATHE, KS		
JOHNSON COUNTY EXECUTIVE (OJC)	HS 1	Twy crosses rwy.
	HS 2	Unusual holding position.
OLATHE, KS		
NEW CENTURY AIRCENTER (IXD)	HS 1	Complex twy/rwy int.
	HS 2	Military ramp near twy.
	HS 3	Complex twy/rwy ints in area of limited twr visibility.
OMAHA, NE		
EPPLEY AIRFIELD (OMA)	HS 1	Complex twy int.
	HS 2	Rwy safety area in close proximity to ramp.
	HS 3	Rwy safety area in close proximity to ramp.
SALINA, KS		
SALINA MUNI (SLN)	HS 1	Twy E int departures Rwy 17-35.
	HS 2	Twy B intersects Rwy 12-30 and Rwy 17-35. Close proximity rwy boundary hold markings.
TOPEKA, KS		
FORBES FIELD (FOE)	HS 1	Twy A turns southwest to access the apch end of Rwy 03.
	HS 2	Twy A turns south to apch end Rwy 03. Not visible from twr.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

## HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
TOPEKA, KS		
PHILIP BILLARD MUNI (TOP)	HS 1	Ramp area and twy int in close proximity to rwys.
WICHITA, KS		
WICHITA MID-CONTINENT (ICT)	HS 1	Confusing ramp exit/entrance.
	HS 2	Twy/rwy crossing.
	HS 3	Confusing twy/rwy int.

\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-HUT	APP CRS	Rwy Idg	<b>7004</b>
<b><u>110.1</u></b>	<b>132°</b>	TDZE	<b>1524</b>
		Apt Elev	<b>1542</b>

# ILS or LOC RWY 13

**T** \*S-ILS 13 RVR 1800 authorized with the use of FD or  
**A** AP or HUD to DA.

MALSR  
A5

**MISSED APPROACH:** Climb to 2400, then climbing right turn to 3000 direct HUT VOR/DME and hold.

ATIS  
124.25

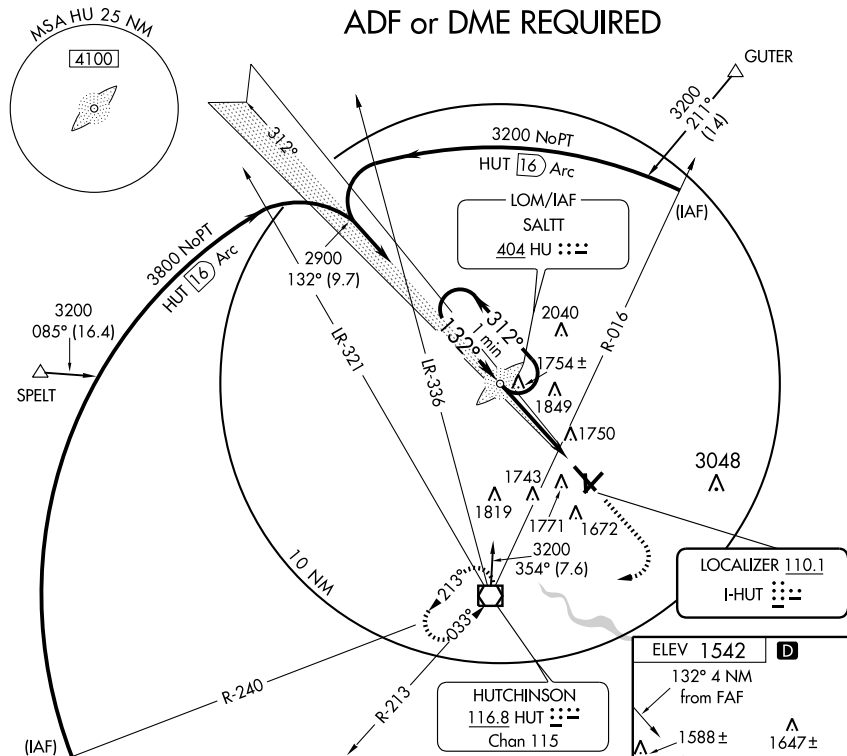
WICHITA APP CON  
125.5 306.2

HUTCHINSON TOWER ★  
118.5 (CTAF) 📶 363.0

GND CON  
**121.9**

UNICOM  
122.95

ADF or DME REQUIRED



## One Minute Holding Pattern

LOM

2400

3000

HUT

3200 =

GS 3.00°

TCH 47

2900

A horizontal line with arrows at both ends, labeled "4 nm".

CATEGORY	A	B	C	D
S-ILS 13	*1724/24 200 (200-½)			NA
S-LOC 13	2000/24 476 (500-½)		2000/40 476 (500-¾)	NA
CIRCLING	2080-1 538 (600-1)	2080-1½ 538 (600-½)		NA

ELEV 1542  
132° 4 NM

from FAF

1588 ±  
c.v. 1568 -

TDZE  
1524

1577★

1585

1685 <sup>156</sup>

1575  $\Delta$

MIRI Rwy 4-22

FAF to	
16	18

Knots	60	
Min:Sec	4:00	2

1647 ±

170017

~~4252~~

X75

62. ☒ 4.0

and 31

**L** and 17-2

MAP	Δ
ss	ic

90	12
2:40	2:

HUTCHINSON, KANSAS  
Amdt 16A 14JAN10

38° 04' N-97° 52' W

HUTCHINSON MUNI (HUT)  
ILS or LOC RWY 13

NC-2. 23 SEP 2010 to 21 OCT 2010

## LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
HUTCHINSON, KS			
HUTCHINSON MUNI (HUT)	13	04-22	5,250 feet
	17	04-22	3,200 feet
	22	13-31	3,400 feet
	31	17-35	2,800 feet
OLATHE, KS			
NEW CENTURY AIRCENTER (IXD)	18	04-22	2,700 feet
	36	04-22	3,650 feet
	22	18-36	3,300 feet

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

LOC I-HUT <b>110.1</b>	APP CRS <b>312°</b>	Rwy Idg TDZE Apt Elev	<b>7004</b> <b>1520</b> <b>1542</b>
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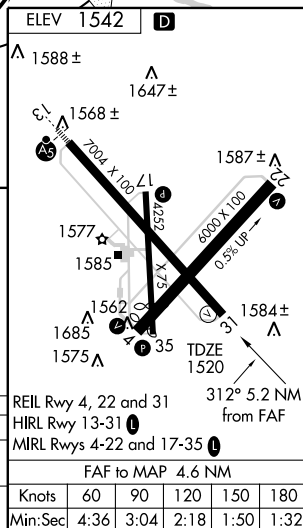
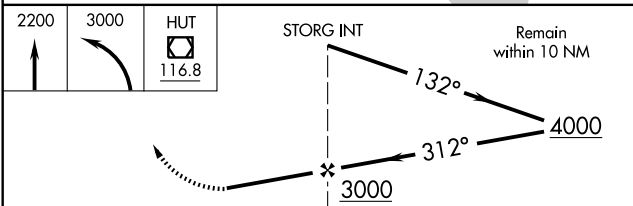
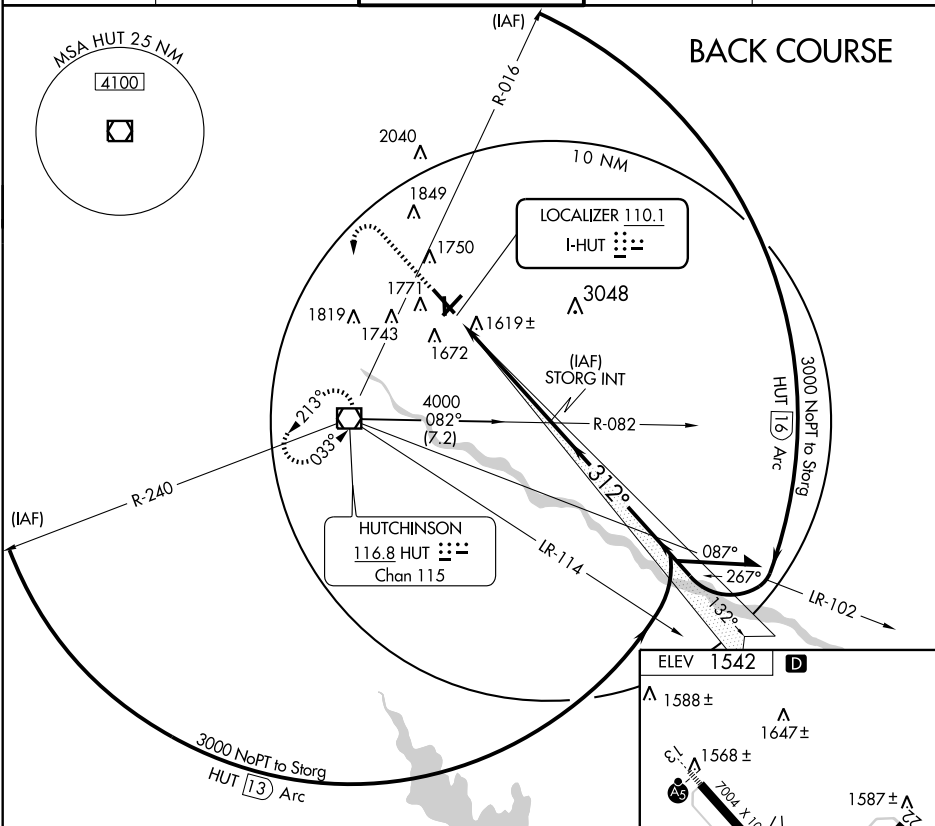
# LOC BC RWY 31

## HUTCHINSON MUNI (HUT)



MISSED APPROACH: Climb to 2200, then climbing left turn to 3000 direct HUT VOR/DME and hold.

ATIS <b>124.25</b>	WICHITA APP CON <b>125.5 306.2</b>	HUTCHINSON TOWER ★ <b>118.5 (CTAF) 363.0</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-31	1880-1 360 (400-1)			NA
CIRCLING	2080-1 538 (600-1)		2080-1½ 538 (600-1½)	NA

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32







APP CRS	Rwy Idg	7004
312°	TDZE	1520
	Apt Elev	1543

## RNAV (GPS) RWY 31

HUTCHINSON MUNI (HUT)

**T** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local  
**A** altimeter setting not received, use Newton altimeter setting and increase all  
 MDA 80 feet and increase LNAV and circling Cat C visibility ¼ mile.

**MISSED APPROACH:** Climb to 3200 direct ZENOS and hold.

ATIS  
124.25

WICHITA APP CON

HUTCHINSON TOWER ★

GND CON

UNICOM

124.25

125.5 306.2

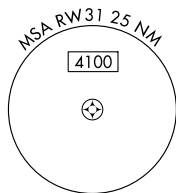
118.5 (CTAF)  363.0

121.9

122.95

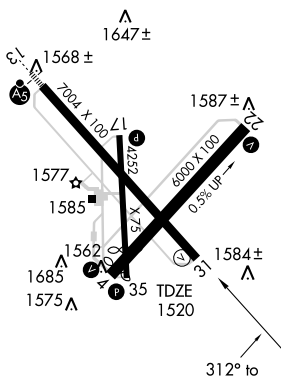


Procedure NA for arrivals at  
WAIVE via V532 northbound,  
and for arrivals at HUT VOR/DME  
on airway radials 123° CW 144°



ELEV 1543

**D**



REIL Rwys 4, 22 and 31

HIRL Rwy 13-31 **L**

MIRL Rwy 4-22 and 17-35 L

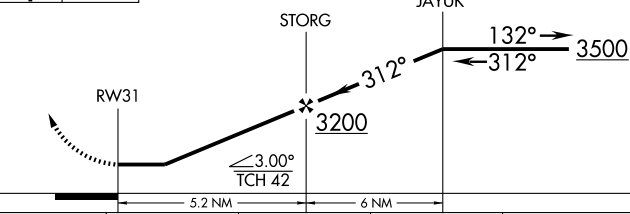
HUTCHINSON, KANSAS

Orig 08325

38° 04' N-97° 52' W



4 NM  
Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1960-1	440 (500-1)	1960-1¼ 440 (500-1¼)	NA
CIRCLING	2080-1	537 (600-1)	2080-1½ 537 (600-1½)	NA

HUTCHINSON MUNI (HUT)

## RNAV (GPS) RWY 31


VOR/DME HUT <b>116.8</b> Chan <b>115</b>	APP CRS <b>213°</b>	Rwy Idg TDZE Apt Elev	<b>6000</b> <b>1542</b> <b>1542</b>
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VOR/DME RWY 22  
HUTCHINSON MUNI (HUT)

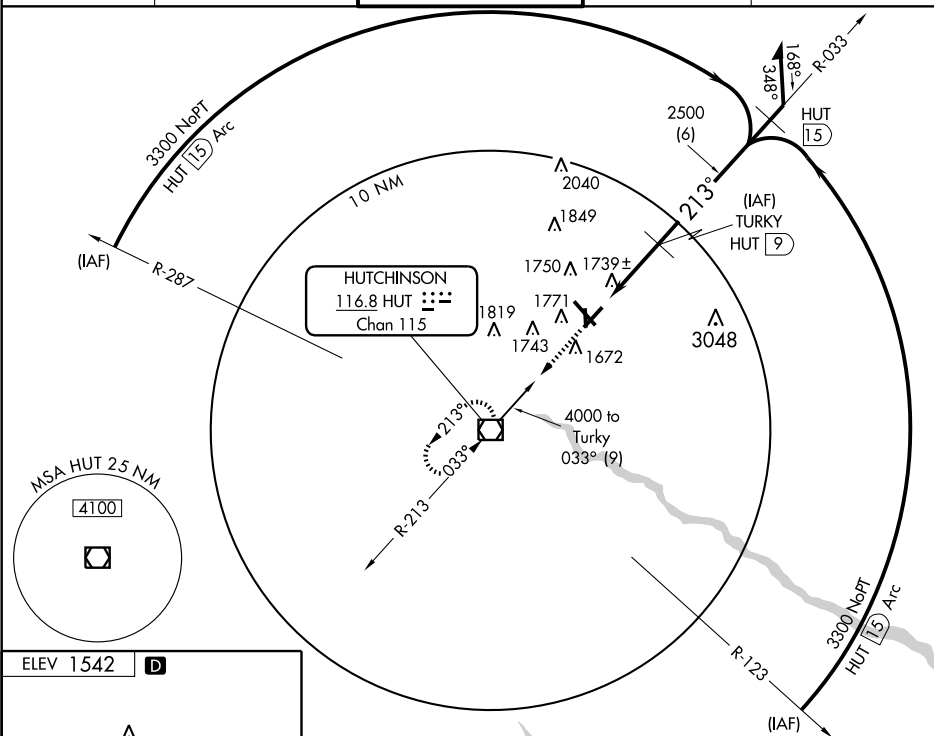
**MISSED APPROACH:** Climb to 3000 direct  
HUT VOR/DME and hold.

ATIS  
**124.25**

WICHITA APP CON  
125.5 306.2

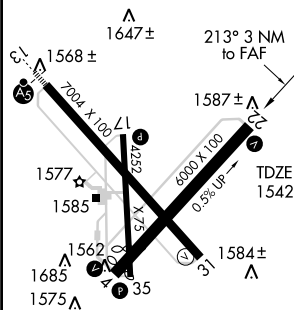
HUTCHINSON TOWER ★  
118.5 (CTAF)  363.0

GND CON  
**121.9**

UNICOM  
122.95

ELEV 1542

**D**



3000

HUT

TURKEY

HUT 9

Remain  
within 10 NM

 $\leq 4000$ 

— ✱ —

35° | —

VGSI and descent angles  
not coincident.

CATEGORY

A	B
---	---

C

D

S-22

2000-1 458 (500-1)

2000-1¼

NA

---

---

$$\frac{458 (500 - 1\frac{1}{4})}{2000 \cdot 1\frac{1}{4}}$$

---

HUTCHINSON, KANSAS  
Amdt 6A 08325

HUTCHINSON MUNI (HUT)  
VOR/DME RWY 22

38° 04' N-97° 52' W

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

VOR/DME HUT  
**116.8**  
Chan **115**

APP CRS  
033°

Rwy Idg	<b>5600</b>
TDZE	<b>1518</b>
Apt Elev	<b>1542</b>


VOR RWY 4  
HUTCHINSON MUNI (HUT)



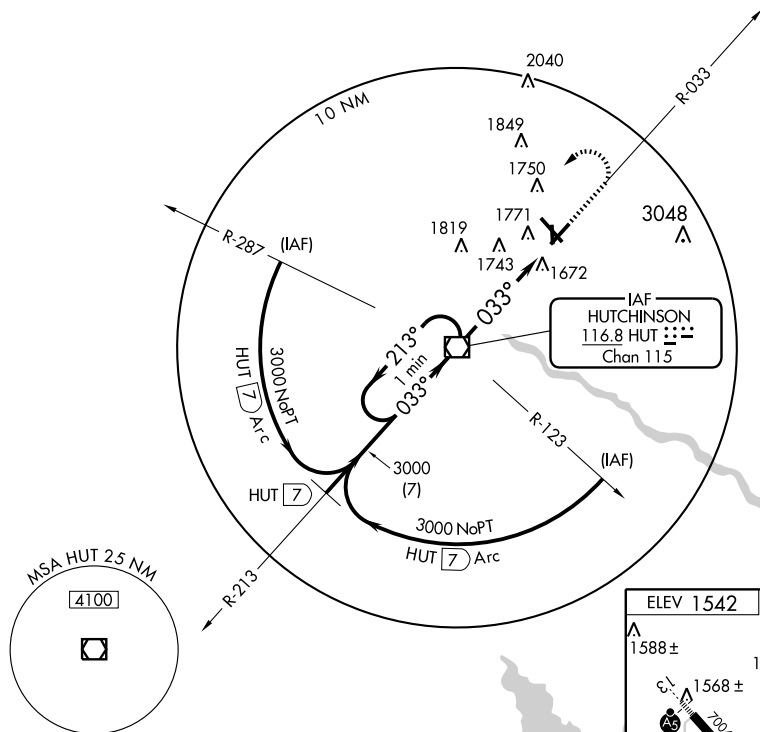
**MISSED APPROACH:** Climb to 4000 via HUT R-033 then left turn direct HUT VOR/DME and hold.

ATIS  
**124.25**

WICHITA APP CON  
125.5 306.2

HUTCHINSON TOWER ★  
118.5 (CTAF)  363.0

GND CON  
**121.9**

UNICOM  
122.95

### One Minute Holding Pattern

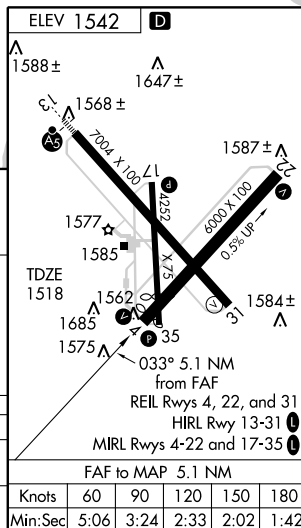
VOR/DME

4000  
↑  
HUT R-033

$$\begin{array}{r} \overline{3000} \quad \leftarrow 213^\circ \\ \underline{\phantom{0000}033^\circ \rightarrow} \end{array}$$

← 3.6 NM → 1.5

CATEGORY	A	B	C	D
S-4	2040-1	522 (500-1)	2040-1½ 522 (500-1½)	NA
CIRCLING	2080-1	538 (600-1)	2080-1½ 538 (600-1½)	NA

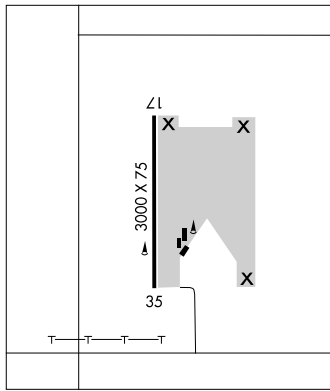
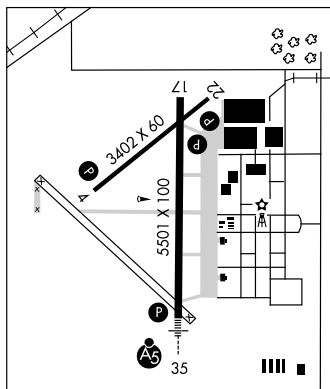


HUTCHINSON, KANSAS  
Amdt 19B 08325

38° 04' N-97° 52' W

HUTCHINSON MUNI (HUT)  
VOR RWY 4

NC-2. 23 SEP 2010 to 21 OCT 2010



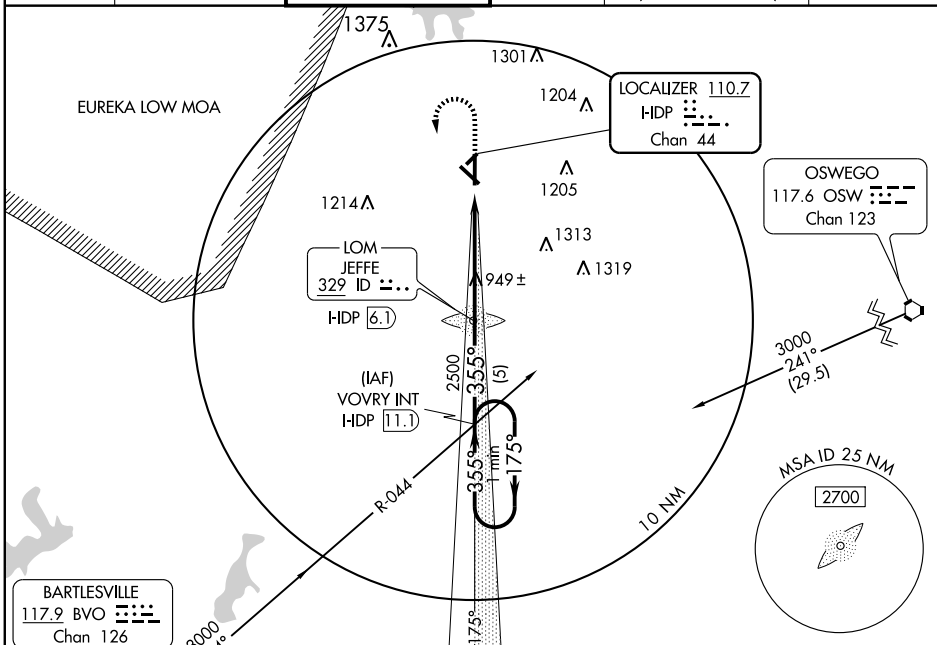
LOC/DME I-IDP	APP CRS	Rwy Idg	5500
<b>110.7</b>	<b>355°</b>	TDZE	<b>819</b>
Chan <b>44</b>		Apt Elev	<b>822</b>

# ILS RWY 35

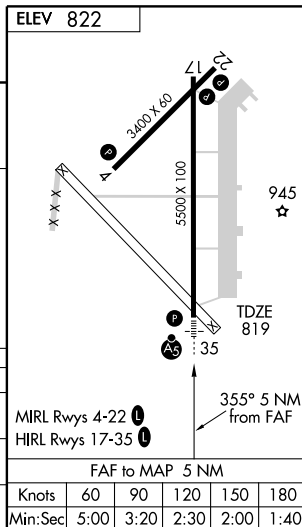
## INDEPENDENCE MUNI (IDP)

NA	MISSED APPROACH: Climb to 1500 then climbing left turn heading 135° to 3000 intercept I-IDP LOC S course to VOVRY Int and hold.
----	---

AWOS-3 <b>118.525</b>	KANSAS CITY CENTER <b>132.9 279.5</b>	INDEPENDENCE TOWER ★ <b>126.075</b> (CTAF)	GND CON <b>119.225</b>	KANSAS CITY CLNC DEL <b>121.65</b> (When tower closed)	UNICOM <b>122.95</b>
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One Minute Holding Pattern	VOVRY I-IDP [1.1]		1500 ↑	HDG 135° ↷	3000 ↑	I-IDP LOC S CRS	VOVRY INT







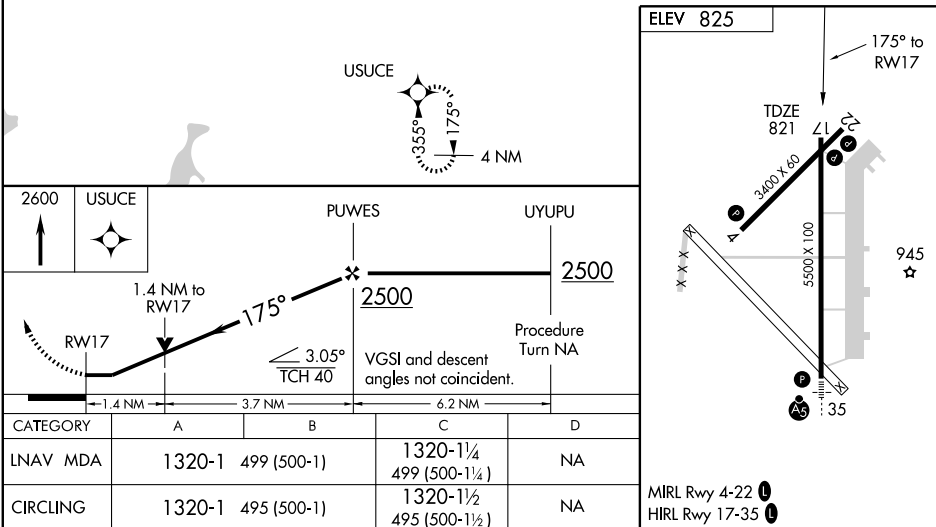
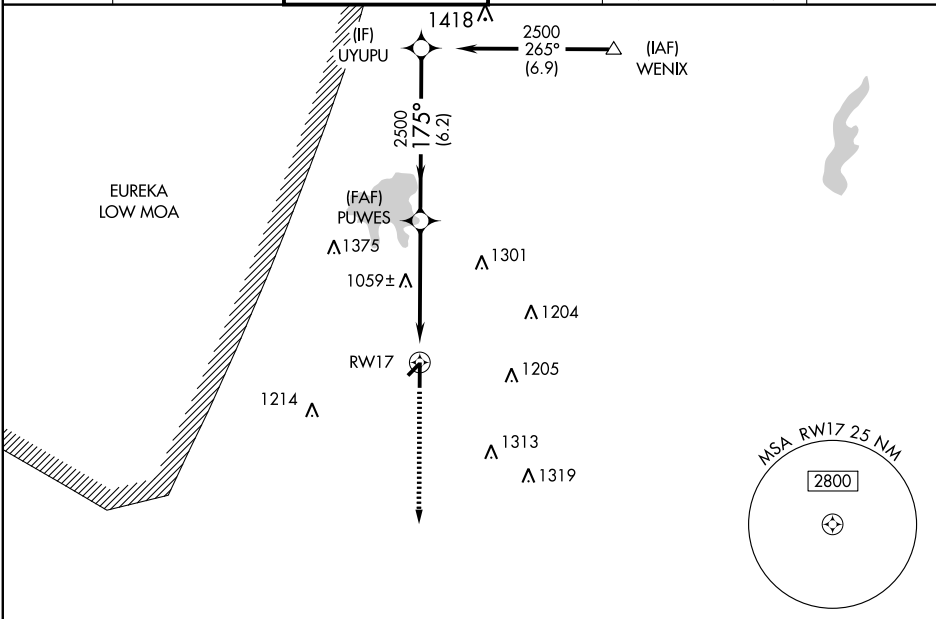
APP CRS <b>175°</b>	Rwy Idg TDZE <b>821</b>	<b>5500</b>
	Apt Elev <b>825</b>	

# RNAV (GPS) RWY 17

## INDEPENDENCE MUNI (IDP)

<p><b>▽</b> DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Coffeyville altimeter setting. When local altimeter setting not received, use Coffeyville altimeter setting and increase all MDA 40 feet and increase LNAV Cat C visibility ¼ mile.</p> <p><b>△</b> NA</p>	<p>MISSED APPROACH: Climb to 2600 direct USUCE and hold.</p>
--	--

AWOS-3 <b>118.525</b>	KANSAS CITY CENTER <b>132.9 279.5</b>	INDEPENDENCE TOWER ★ <b>126.075</b> (CTAF) <b>0</b>	GND CON <b>119.225</b>	KANSAS CITY CLNC DEL <b>121.65</b> (When tower closed)	UNICOM <b>122.95</b>
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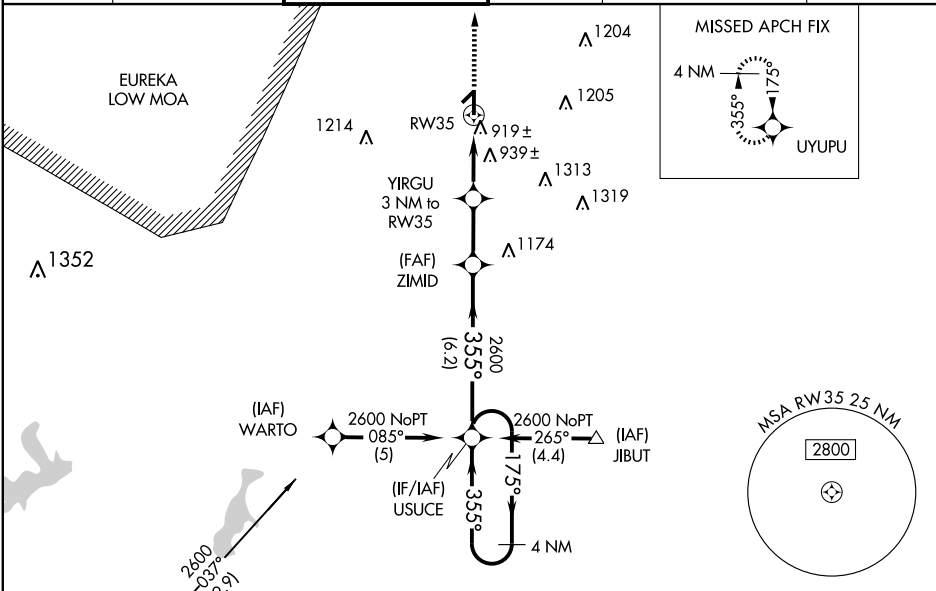
WAAS CH <b>53310</b> <b>W35A</b>	APP CRS <b>355°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>821</b> <b>825</b>
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# RNAV (GPS) RWY 35

INDEPENDENCE MUNI (IDP)

<p>▼ For inoperative MALS, increase LPV all Cats visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Coffeyville altimeter setting. When local altimeter setting not received, use Coffeyville altimeter setting and increase all DA 35 feet and all MDA 40 feet. Increase LNAV Cat C visibility ¼ mile.</p> <p>▲ NA</p>	<p>MALS</p> <p>65</p>	<p>MISSED APPROACH: Climb to 2600 direct UYUPU and hold.</p>
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AWOS-3 <b>118.525</b>	KANSAS CITY CENTER <b>132.9 279.5</b>	INDEPENDENCE TOWER ★ <b>126.075</b> (CTAF) <b>0</b>	GND CON <b>119.225</b>	KANSAS CITY CLNC DEL <b>121.65</b> (When tower closed)	UNICOM <b>122.95</b>
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VGSi and RNAV glidepath not coincident.					2600	UYUPU
4 NM Holding Pattern					*LNAV only.	
2600 ← 175° → 355° → 355°					*1.1 NM to RW35	
USUCE					RW35	
ZIMID					*1820	
YIRGU 3 NM to RW35					6.2 NM	
GS 3.00° TCH 41					2.4 NM	
					2 NM	
					1.1 NM	
CATEGORY	A	B	C	D		
LPV DA	1071-½	250 (300-½)		NA		
LNAV/VNAV DA	1217-1	396 (400-1)		NA		
LNAV MDA	1200-½	379 (400-½)		NA		
CIRCLING	1300-1	475 (500-1)	1300-1½ 475 (500-1½)	NA		

VOR/DME BVO <b>117.9</b> Chan <b>126</b>	APP CRS <b>023°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>825</b>
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VOR-A  
INDEPENDENCE MUNI (IDP)

**T** ADF or DME REQUIRED. When local altimeter setting not received, use Coffeyville altimeter setting and increase all MDA 40 feet, and Cat. C visibility ¼ mile.

**MISSED APPROACH:** Climbing left turn to 3100 via BVO VOR/DME R-023 to BVO VOR/DME and hold.

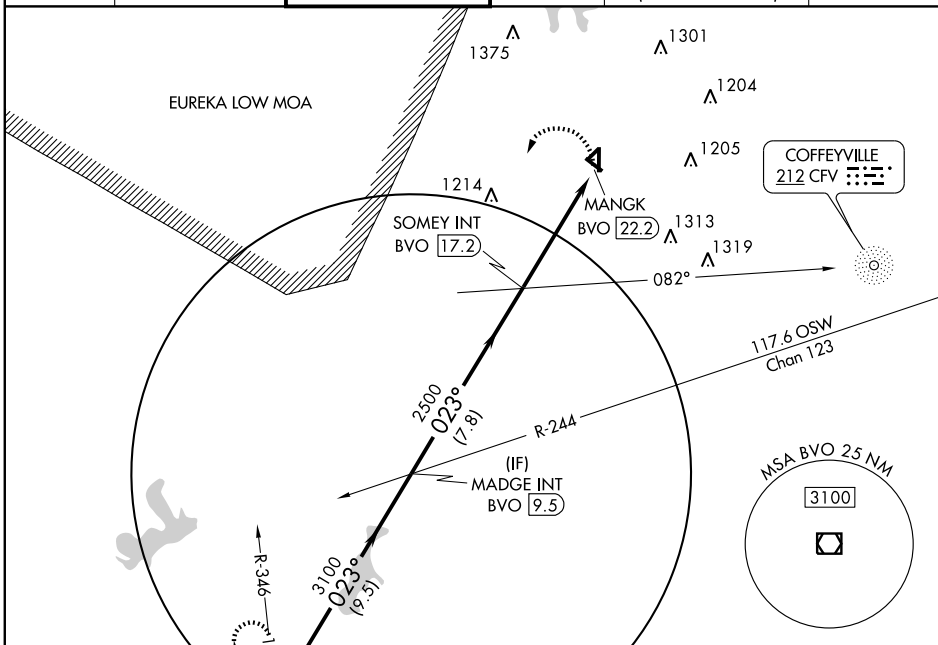
AWOS-3  
**118.525**

KANSAS CITY CENTER  
132.9 279.5

INDEPENDENCE TOWER ★  
126.075 (CTAF) L

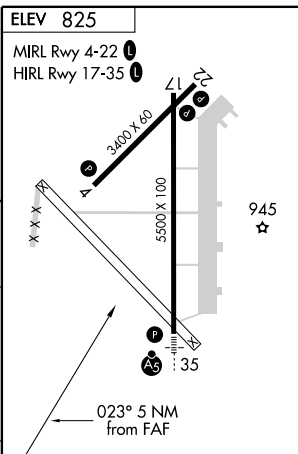
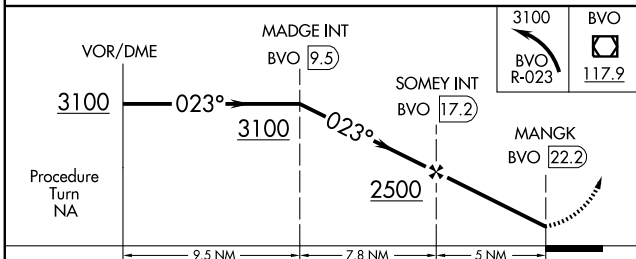
GND CON  
**119,225**

KANSAS CITY CLNC DEL  
**121.65**  
(When tower closed)

UNICOM  
122.95

1387<sub>A</sub>

Procedure NA for arrivals at BVO VOR/DME  
via V190 Southwest bound.



CATEGORY	A	B	C
CIRCLING	1420-1 595 (600-1)	1420-1¼ 595 (600-1¼)	1420-1½ 595 (600-1½)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

## IOLA

**ALLEN CO** (K88) 3 SE UTC-6(-5DT) N37°52.09' W95°23.22'

1015 B FUEL 100LL, JET A, MOGAS NOTAM FILE ICT

RWY 01-19: H5500X100 (CONC) HIRL

RWY 01: REIL. PAPI (P4L). Trees.

RWY 19: REIL. PAPI (P4L). Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1330-2200Z. Powerchute activity on and in/ovf arpt. Wildlife on and in/ovf arpt.

ACTIVATE HIRL Rwy 01-19 and REIL Rwy 01 and Rwy 19—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 128.325 (620) 365-1466.

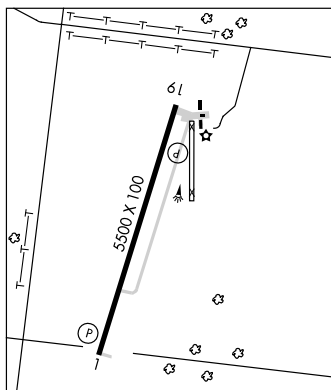
**COMMUNICATIONS:** CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 127.725

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CNU.

CHANUTE (L) VORW/DME 109.2 CNU Chan 29 N37°37.57' W95°35.61' 029° 17.5 NM to fld. 1080/5E.

MONARCH NDB (MHW) 410 MSB N37°47.49' W95°24.90' 012° 4.8 NM to fld. NOTAM FILE ICT.



KANSAS CITY  
H-61, L-10J, 15E  
IAP

**JEFFE** N37°03.95' W95°46.67' NOTAM FILE ICT.

NDB (LOM) 329 ID 355° 5.6 NM to Independence Muni.

KANSAS CITY  
L-15E

**JETMORE MUNI** (K79) 6 S UTC-6(-5DT) N37°59.07' W99°53.66'

2466 B NOTAM FILE ICT

RWY 17-35: H4205X75 (ASPH-CONC) S-15 LIRL (NSTD)

**AIRPORT REMARKS:** Unattended. Rwy 17-35 NSTD LIRL due to spacing and number of lgts. ACTIVATE LIRL Rwy 17-35—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DDC.

DODGE CITY (L) VORTACW 108.2 DDC Chan 19 N37°51.04' W100°00.34' 025° 9.6 NM to fld. 2565/8E. HIWAS.

WICHITA  
L-10H, 15C

**JOHNSON CO EXECUTIVE** (See OLATHE)

## JOHNSON

**STANTON CO MUNI** (2K3) 2 NE UTC-6(-5DT) N37°35.12' W101°43.94'

3325 B S4 FUEL 100LL, JET A OX 1 NOTAM FILE ICT

RWY 17-35: H5200X75 (CONC) S-30, D-30 MIRL

RWY 17: PAPI(P4L)—GA 3.0° TCH 40'.

RWY 35: PAPI(P4L)—GA 3.0° TCH 40'.

RWY 08-26: H1889X60 (ASPH) S-3

RWY 26: Road.

**AIRPORT REMARKS:** Attended 1400-0000Z. PAEW adjacent all rws. Rwy 08-26 surface cracking with small weeds growing in cracks. Twy adjacent to Rwy 17-35 parallel twy unmarked. MIRL Rwy 17-35 preset on low ints dusk-0400Z, to increase ints and ACTIVATE after 0400Z—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 124.175 (620) 492-2100.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

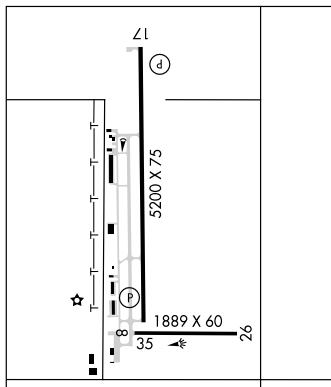
KANSAS CITY CENTER APP/DEP CON 125.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LBL.

LIBERAL (H) VORTACW 112.3 LBL Chan 70 N37°02.66' W100°58.27' 301° 48.7 NM to fld. 2891/11E. HIWAS.



BEAR CREEK NDB (MHW) 341 JHN N37°38.14' W101°44.08' 168° 3.2 NM to fld. NOTAM FILE ICT.

WICHITA  
L-10G, 15B  
IAP

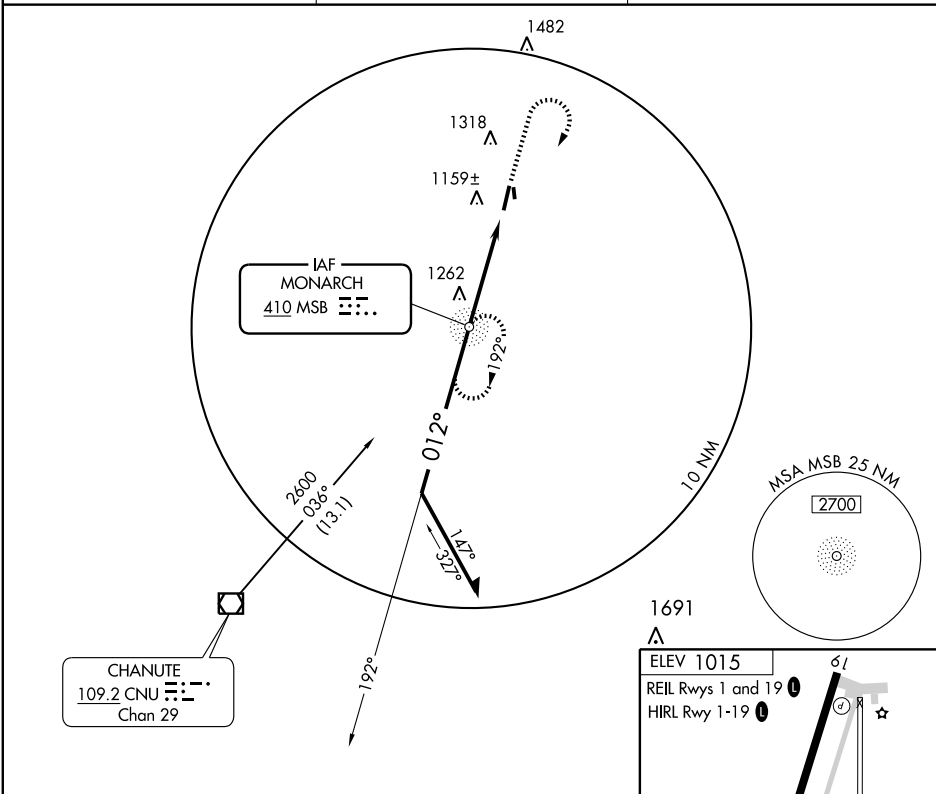


NDB MSB <b>410</b>	APP CRS <b>012°</b>	Rwy Idg <b>5500</b> TDZE <b>1013</b> Apt Elev <b>1015</b>
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**NDB RWY 1**  
IOLA/ALLEN COUNTY (K88)

  NA	Visibility reduction by helicopters NA. When local altimeter setting not received, Use Chanute altimeter setting and increase all MDA 40 feet, increase S-1 Cat C visibility ¼.	MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct MSB NDB and hold.
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AWOS-3 <b>128.325</b>	KANSAS CITY CENTER <b>127.725 270.25</b>	UNICOM <b>122.8 (CTAF) 0</b>
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Remain within 10 NM 2600 192° 012° 2500 3.13° TCH 55 4.3 NM					2000 2600 MSB 410	1691 012° 4.3 NM from FAF 500 X 100 2700
CATEGORY	A	B	C	D	FAF to MAP 4.3 NM	
S-1	1500-1	487 (500-1)	1500-1¼ 487 (500-1¼)	NA	Knots	60 90 120 150 180
CIRCLING	1520-1	505 (600-1)	1620-1¾ 605 (700-1¾)	NA	Min:Sec	4:18 2:52 2:09 1:43 1:26

APP CRS  
**009°**

Rwy Idg **5500**  
TDZE **1013**  
Apt Elev **1015**

# RNAV (GPS) RWY 1

IOLA/ALLEN COUNTY (K88)

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chanute altimeter setting and increase all MDA 40 feet. VDP NA when using Chanute altimeter setting.

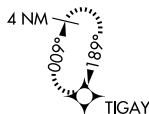
**▲** NA

MISSED APPROACH: Climb to 3000 direct TIGAY and hold.

AWOS-3  
**128.325**

KANSAS CITY CENTER  
**127.725 270.25**

UNICOM  
**122.8 (CTAF) 0**

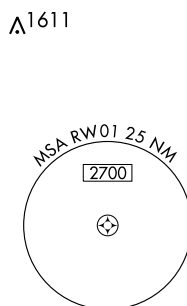


1482  
1318  
1119 ±  
RW01

UCUGE  
2.5 NM to RW01  
(FAF) HEKBO

(IF/IAF) VUGBY

(IAF) CHANUTE CNU



ELEV 1015

4 NM  
Holding Pattern  
3000

VUGBY

HEKBO

UCUGE  
2.5 NM to RW01

3000

TIGAY

189°

009°

009°

3.04°

TCH 55

2600

1860

1.3 NM to RW01

RW01

6.1 NM

2.3 NM

1.2

1.3

CATEGORY

A

B

C

D

LNAV MDA

1460-1 447 (500-1)

1460-1¼ 447 (500-1¼)

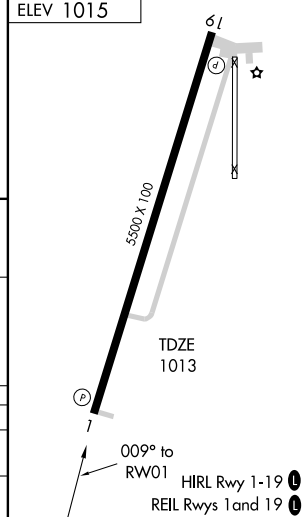
NA

CIRCLING

1520-1 505 (600-1)

1620-1¾ 605 (700-1¾)

NA



APP CRS **189°**  
Rwy Idg **5500**  
TDZE **1015**  
Apt Elev **1015**

## RNAV (GPS) RWY 19

IOLA/ALLEN COUNTY (K88)

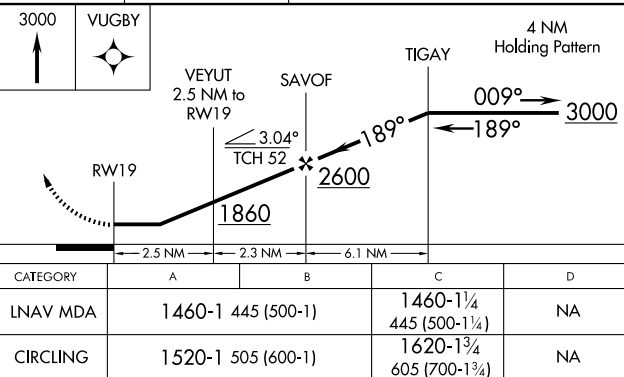
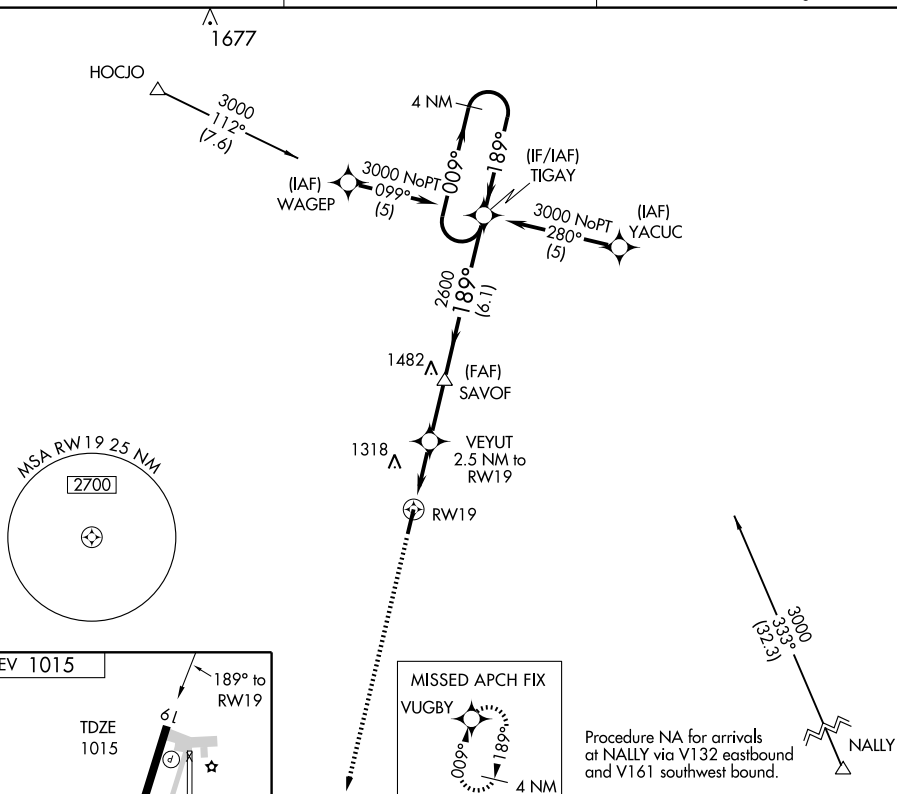
▼  
▲ NA  
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
When local altimeter setting not received, use Chanute altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3000 direct VUGBY and hold.

AWOS-3  
**128.325**

KANSAS CITY CENTER  
**127.725 270.25**

UNICOM  
**122.8 (CTAF) 0**



## IOLA

**ALLEN CO** (K88) 3 SE UTC-6(-5DT) N37°52.09' W95°23.22'

1015 B FUEL 100LL, JET A, MOGAS NOTAM FILE ICT

RWY 01-19: H5500X100 (CONC) HIRL

RWY 01: REIL. PAPI (P4L). Trees.

RWY 19: REIL. PAPI (P4L). Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1330-2200Z. Powerchute activity on and in/ovf arpt. Wildlife on and in/ovf arpt.

ACTIVATE HIRL Rwy 01-19 and REIL Rwy 01 and Rwy 19—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 128.325 (620) 365-1466.

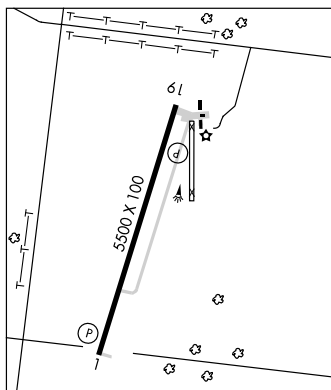
**COMMUNICATIONS:** CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 127.725

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CNU.

CHANUTE (L) VORW/DME 109.2 CNU Chan 29 N37°37.57' W95°35.61' 029° 17.5 NM to fld. 1080/5E.

MONARCH NDB (MHW) 410 MSB N37°47.49' W95°24.90' 012° 4.8 NM to fld. NOTAM FILE ICT.



KANSAS CITY  
H-61, L-10J, 15E  
IAP

**JEFFE** N37°03.95' W95°46.67' NOTAM FILE ICT.

NDB (LOM) 329 ID 355° 5.6 NM to Independence Muni.

KANSAS CITY  
L-15E

**JETMORE MUNI** (K79) 6 S UTC-6(-5DT) N37°59.07' W99°53.66'

2466 B NOTAM FILE ICT

RWY 17-35: H4205X75 (ASPH-CONC) S-15 LIRL (NSTD)

**AIRPORT REMARKS:** Unattended. Rwy 17-35 NSTD LIRL due to spacing and number of lgts. ACTIVATE LIRL Rwy 17-35—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DDC.

DODGE CITY (L) VORTACW 108.2 DDC Chan 19 N37°51.04' W100°00.34' 025° 9.6 NM to fld. 2565/8E. HIWAS.

WICHITA  
L-10H, 15C

**JOHNSON CO EXECUTIVE** (See OLATHE)

## JOHNSON

**STANTON CO MUNI** (2K3) 2 NE UTC-6(-5DT) N37°35.12' W101°43.94'

3325 B S4 FUEL 100LL, JET A OX 1 NOTAM FILE ICT

RWY 17-35: H5200X75 (CONC) S-30, D-30 MIRL

RWY 17: PAPI(P4L)—GA 3.0° TCH 40'.

RWY 35: PAPI(P4L)—GA 3.0° TCH 40'.

RWY 08-26: H1889X60 (ASPH) S-3

RWY 26: Road.

**AIRPORT REMARKS:** Attended 1400-0000Z. PAEW adjacent all rws. Rwy 08-26 surface cracking with small weeds growing in cracks. Twy adjacent to Rwy 17-35 parallel twy unmarked. MIRL Rwy 17-35 preset on low ints dusk-0400Z, to increase ints and ACTIVATE after 0400Z—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 124.175 (620) 492-2100.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

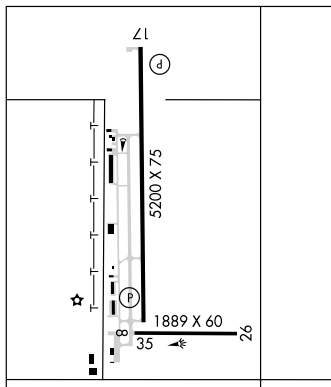
KANSAS CITY CENTER APP/DEP CON 125.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LBL.

LIBERAL (H) VORTACW 112.3 LBL Chan 70 N37°02.66' W100°58.27' 301° 48.7 NM to fld. 2891/11E. HIWAS.

BEAR CREEK NDB (MHW) 341 JHN N37°38.14' W101°44.08' 168° 3.2 NM to fld. NOTAM FILE ICT.

WICHITA  
L-10G, 15B  
IAP







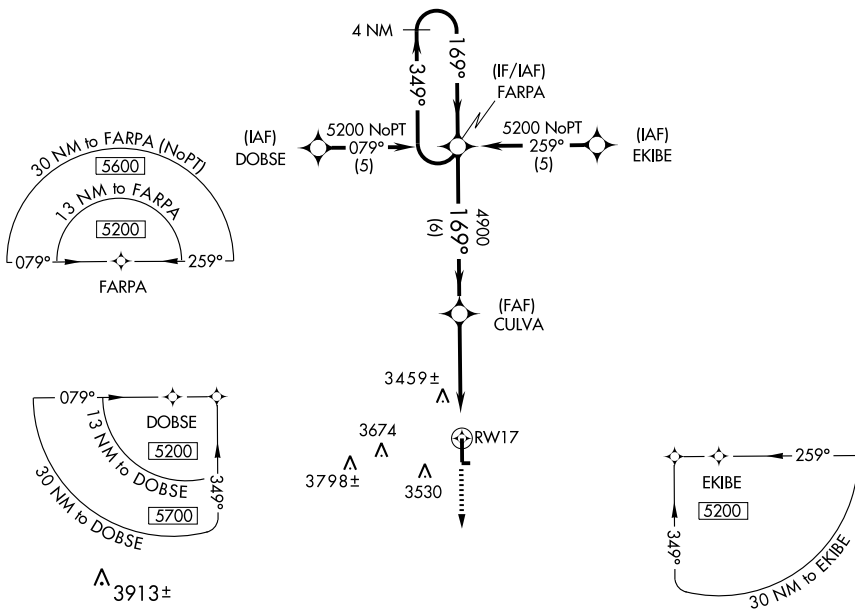
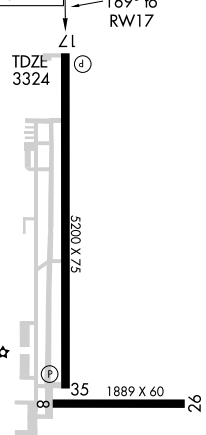
APP CRS  
**169°**Rwy Idg **5200**  
TDZE **3324**  
Apt Elev **3324****RNAV (GPS) RWY 17**

JOHNSON/ STANTON COUNTY MUNI (2K3)



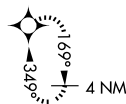
Obtain local altimeter setting on CTAF, if not received, use ULYSSES altimeter setting and increase all MDAs 80 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.

MISSED APPROACH: Climb to 5200  
direct NULIC WP and hold.

AWOS-3  
**124.175**KANSAS CITY CENTER  
**125.2 269.4**UNICOM  
**122.8 (CTAF) 0**ELEV **3324**

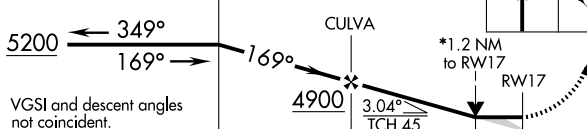
MIRL Rwy 17-35 0

NULIC

4 NM  
Holding Pattern\*VDP NA with ULYSSES  
altimeter setting.

5200

NULIC



CATEGORY	A	B	C	D
LNNAV MDA	3720-1	396 (400-1)	3720-1¼	396 (400-1¼)
CIRCLING	3760-1 436 (500-1)	3840-1 516 (600-1)	3840-1½ 516 (600-1½)	3880-2 556 (600-2)

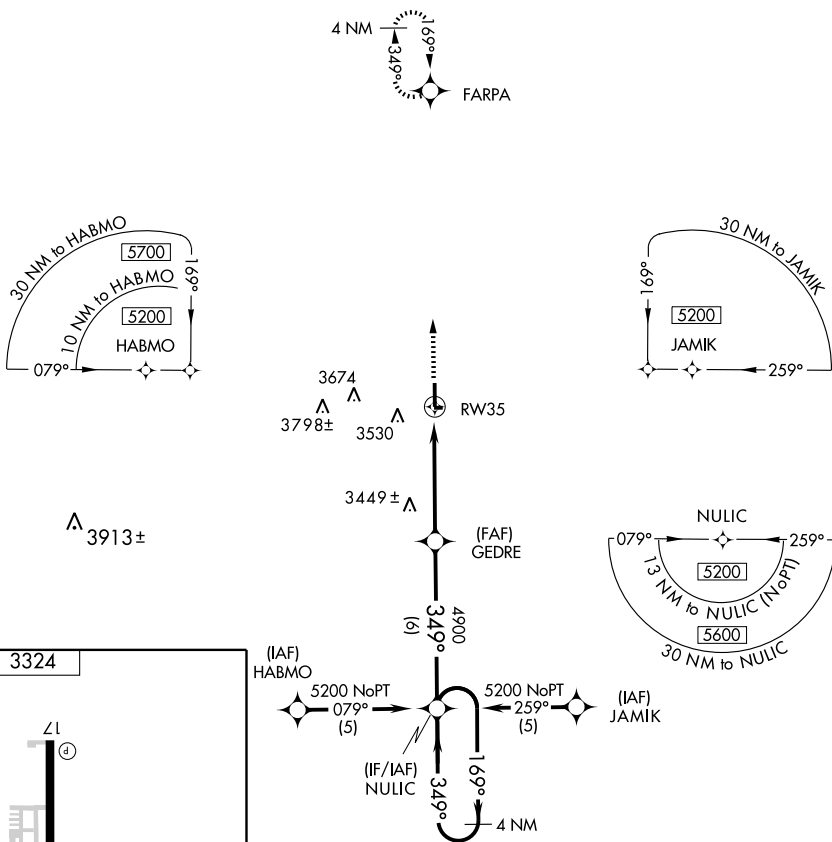
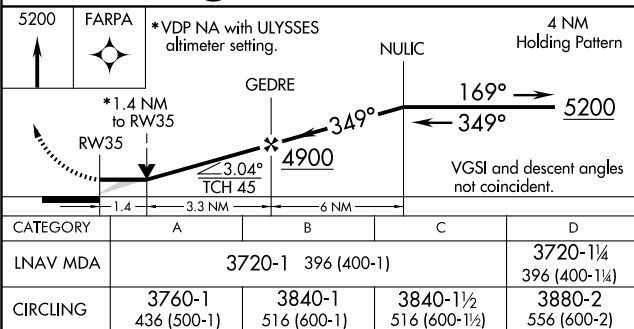
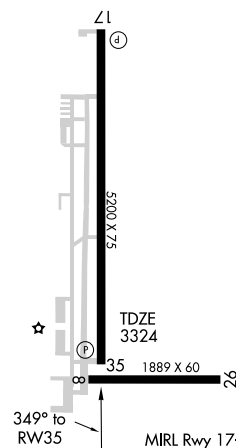
APP CRS  
**349°**Rwy Idg **5200**  
TDZE **3324**  
Apt Elev **3324****RNAV (GPS) RWY 35**

JOHNSON/ STANTON COUNTY MUNI (2K3)



Obtain local altimeter setting on CTAF, if not received, use ULYSSES altimeter setting and increase all MDAs 80 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.

MISSED APPROACH: Climb to 5200 direct FARPA WP and hold.

AWOS-3  
**124.175**KANSAS CITY CENTER  
**125.2 269.4**UNICOM  
**122.8 (CTAF) 0**ELEV **3324**

## JUNCTION CITY

## FREEMAN FLD

(3JC) 1 NW UTC-6(-5DT) N39°02.60' W96°50.60'

1101 B S4 FUEL 100LL, JET A NOTAM FILE ICT

RWY 18-36: H3495X75 (ASPH) S-10 MRL 0.5% up S

RWY 18: Pole. RWY 36: Pole.

RWY 05-23: 1927X200 (TURF) 0.5% up SW

RWY 05: Trees. RWY 23: Pole.

RWY 13-31: 1915X140 (TURF)

RWY 13: Trees. RWY 31: Trees.

**AIRPORT REMARKS:** Attended 1400-2300Z±. NSTD air traffic control minima applied IFR arrivals with respect to high performance acft ops conducted within confines of R-3602. Waterfowl on and in/ov arpt. AER Rwy 05-23 marked with orange and black metal A frames. AER 13 is delineated with orange and black metal A frames with yellow painted tires. Rwy 18-36 thld lgt NSTD for color and six lgt delineation. ACTIVATE MRL Rwy 18-36—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ MARSHALL AAF GCA APP/DEP CON 121.25 (Mon 1300Z±-Sat 0530Z± exc holidays)

Ⓡ KANSAS CITY CENTER APP/DEP CON 127.35 (Sat 0530Z±-Mon 1300Z± exc holidays)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SLN.

SALINA (H) VORTACW 117.1 SLN Chan 118 N38°55.51'

W97°37.28' 072° 37.1 NM to fld. 1315/7E.

HIWAS.

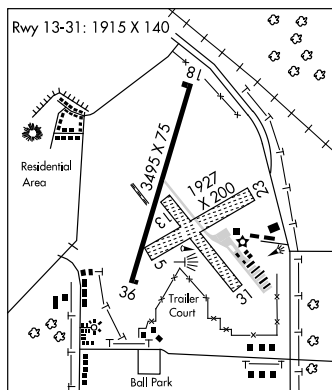
CAVALRY NDB (MHW) 314 CVY N39°01.56' W96°47.67'

288° 2.5 NM to fld. NOTAM FILE FRI. Unmonitored Sat-Mon 0530-1400Z± and holidays.

KANSAS CITY

L-101

IAP



## KINGMAN-CLYDE CESSNA FLD

(9K8) 1 NW UTC-6(-5DT) N37°40.14' W98°07.43'

1607 B S4 FUEL 100LL NOTAM FILE ICT

RWY 18-36: H4300X75 (CONC) S-30, D-30 HIRL

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 36'. Road. Rgt tfc.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 36'. Trees.

RWY 11-29: H3400X60 (CONC) S-30, D-30 0.5% up NW

RWY 29: P-line. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon-Fri 1430-0200Z±. Parachute Jumping. Rwy 18 and Rwy 36 REIL OTS indef. ACTIVATE HIRL Rwy 18-36, PAPI Rwy 18 and Rwy 36, REIL Rwy 18 and Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.325 (620) 532-1272.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ WICHITA APP/DEP CON 125.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HUT.

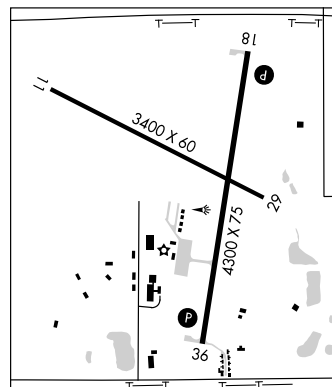
HUTCHINSON (L) VORW/DME 116.8 HUT Chan 115 N37°59.82'

W97°56.05' 196° 21.6 NM to fld. 1531/9E.

WICHITA

L-10H, 15D

IAP



## KINSLEY MUNI

(33K) 0 SE UTC-6(-5DT) N37°54.54' W99°24.19'

2171 B NOTAM FILE ICT

RWY 18-36: H3290X56 (ASPH) LIRL (NSTD)

RWY 18: Trees.

**AIRPORT REMARKS:** Unattended. Rwy 18-36 alligator cracking. 165' twr 4000' north and 1000' west of AER 18. NSTD LIRL; first 180' Rwy 18 unlgtd; first 385' Rwy 36 unlgtd.

**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE DDC.

DODGE CITY (L) VORTACW 108.2 DDC Chan 19 N37°51.04' W100°00.34' 075° 28.8 NM to fld. 2565/8E.

HIWAS.

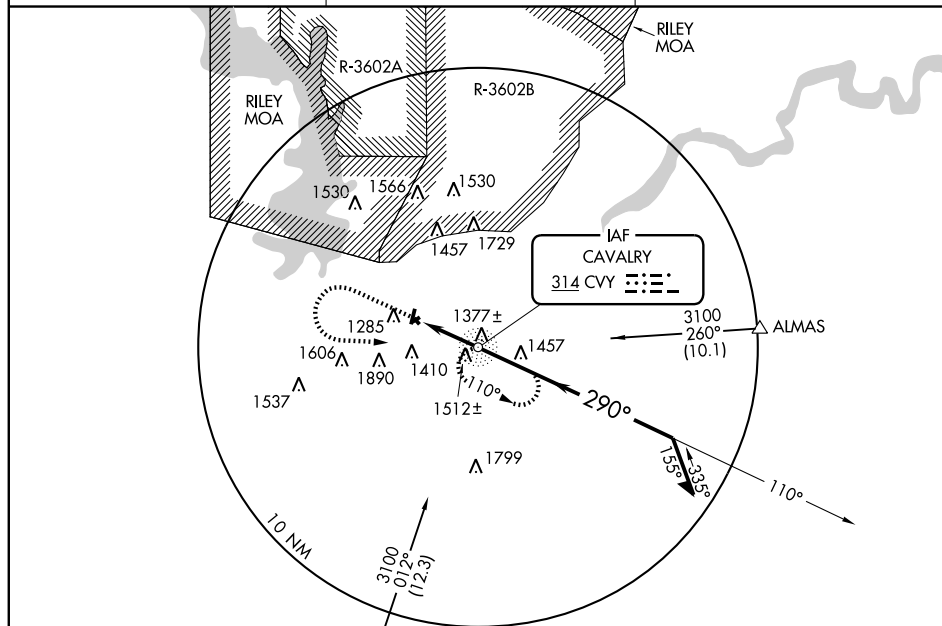
WICHITA

L-10H, 15C

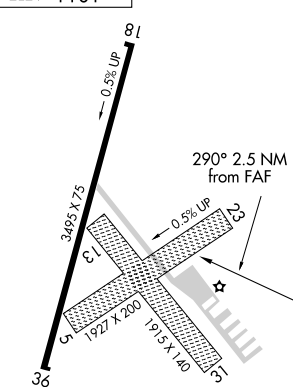
NDB-B

JUNCTION CITY/FREEMAN FIELD (3JC)

NDB CVY <b>314</b>	APP CRS <b>290°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>1101</b>	Use Marshall AAF altimeter setting, when not received use Manhattan altimeter setting and increase all MDA 40 feet.	MISSED APPROACH: Climb to 2400 then climbing left turn to 3100 direct CVY NDB and hold.
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MARSHALL AAF, KS ASOS  
**121.025**MARSHALL AAF GCA ★  
**121.25 254.35**UNICOM  
**122.8 (CTAF) 0**

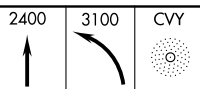
ELEV 1101



MIRL Rwy 18-36 0

FAF to MAP 2.5 NM

Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50



NDB

Remain  
within 10 NM

110°

3100

290°

3000

2.5 NM

CATEGORY	A	B	C	D
CIRCLING	2140-1¼ 1039 (1100-1¼)	2140-1½ 1039 (1100-1½)	NA	

JUNCTION CITY, KANSAS

Amdt 5 29JUL10

JUNCTION CITY/FREEMAN FIELD (3JC)

39°03'N - 96°51'W

NDB-B

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

APP CRS **355°**  
Rwy Idg **3495**  
TDZE **1101**  
Apt Elev **1101**

# RNAV (GPS) RWY 36

JUNCTION CITY/FREEMAN FIELD (3JC)

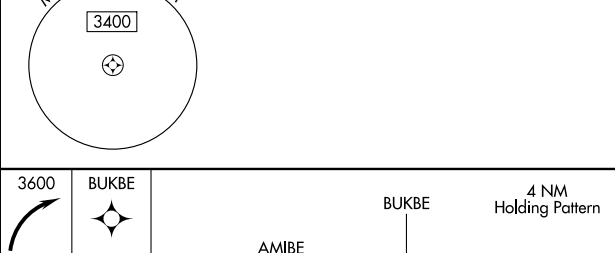
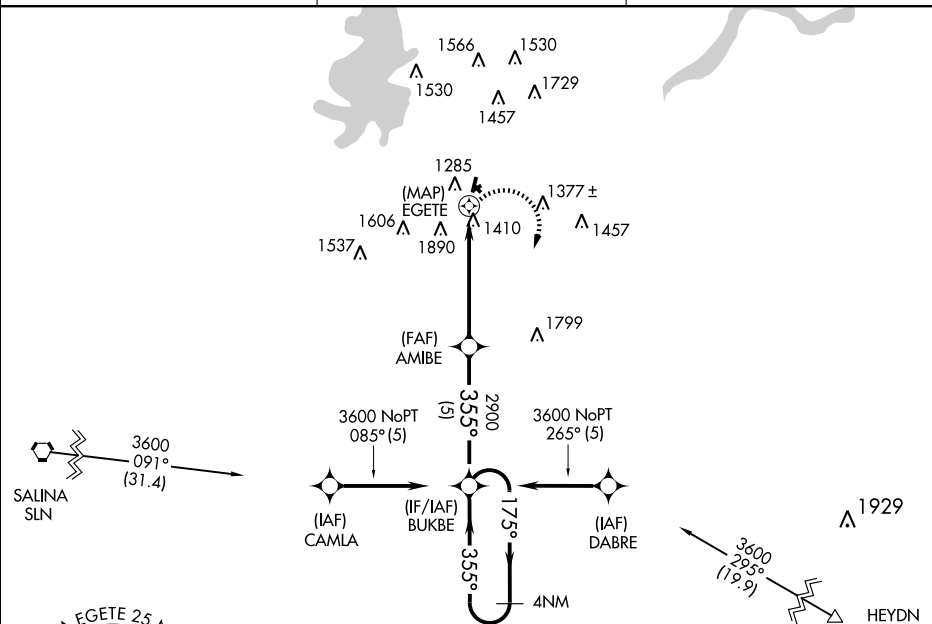
Use Marshall AAF, KS altimeter setting.  
Circling not authorized west of runway 18/36.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3600 direct BUKBE WP and hold.

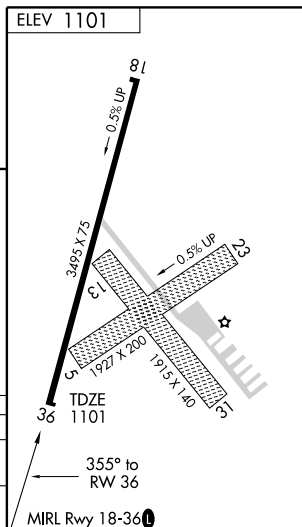
MARSHALL AAF, KS ASOS  
**121.025**

MARSHALL AAF GCA ★  
**121.25 254.35**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LNNAV MDA	2120-1¼ 1019 (1100-1¼)	2120-1½ 1019 (1100-1½)	NA	
CIRCLING	2120-1¼ 1019 (1100-1¼)	2120-1½ 1019 (1100-1½)	NA	



## JUNCTION CITY

## FREEMAN FLD

(3JC) 1 NW UTC-6(-5DT) N39°02.60' W96°50.60'

1101 B S4 FUEL 100LL, JET A NOTAM FILE ICT

RWY 18-36: H3495X75 (ASPH) S-10 MRL 0.5% up S

RWY 18: Pole. RWY 36: Pole.

RWY 05-23: 1927X200 (TURF) 0.5% up SW

RWY 05: Trees. RWY 23: Pole.

RWY 13-31: 1915X140 (TURF)

RWY 13: Trees. RWY 31: Trees.

**AIRPORT REMARKS:** Attended 1400-2300Z±. NSTD air traffic control minima applied IFR arrivals with respect to high performance acft ops conducted within confines of R-3602. Waterfowl on and in/ov arpt. AER Rwy 05-23 marked with orange and black metal A frames. AER 13 is delineated with orange and black metal A frames with yellow painted tires. Rwy 18-36 thld lgt NSTD for color and six lgt delineation. ACTIVATE MRL Rwy 18-36—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ MARSHALL AAF GCA APP/DEP CON 121.25 (Mon 1300Z±-Sat 0530Z± exc holidays)

Ⓡ KANSAS CITY CENTER APP/DEP CON 127.35 (Sat 0530Z±-Mon 1300Z± exc holidays)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SLN.

SALINA (H) VORTACW 117.1 SLN Chan 118 N38°55.51'

W97°37.28' 072° 37.1 NM to fld. 1315/7E.

HIWAS.

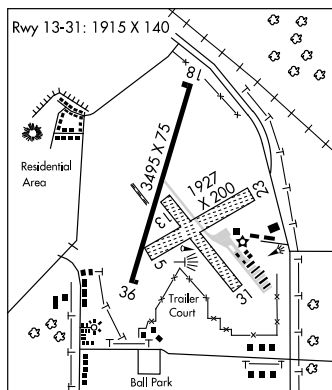
CAVALRY NDB (MHW) 314 CVY N39°01.56' W96°47.67'

288° 2.5 NM to fld. NOTAM FILE FRI. Unmonitored Sat-Mon 0530-1400Z± and holidays.

KANSAS CITY

L-101

IAP



## KINGMAN-CLYDE CESSNA FLD

(9K8) 1 NW UTC-6(-5DT) N37°40.14' W98°07.43'

1607 B S4 FUEL 100LL NOTAM FILE ICT

RWY 18-36: H4300X75 (CONC) S-30, D-30 HIRL

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 36'. Road. Rgt tfc.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 36'. Trees.

RWY 11-29: H3400X60 (CONC) S-30, D-30 0.5% up NW

RWY 29: P-line. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon-Fri 1430-0200Z±. Parachute Jumping. Rwy 18 and Rwy 36 REIL OTS indef. ACTIVATE HIRL Rwy 18-36, PAPI Rwy 18 and Rwy 36, REIL Rwy 18 and Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.325 (620) 532-1272.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ WICHITA APP/DEP CON 125.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HUT.

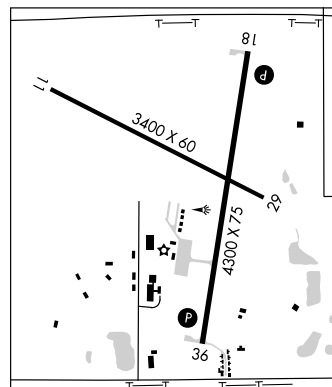
HUTCHINSON (L) VORW/DME 116.8 HUT Chan 115 N37°59.82'

W97°56.05' 196° 21.6 NM to fld. 1531/9E.

WICHITA

L-10H, 15D

IAP



## KINSLEY MUNI

(33K) 0 SE UTC-6(-5DT) N37°54.54' W99°24.19'

2171 B NOTAM FILE ICT

RWY 18-36: H3290X56 (ASPH) LIRL (NSTD)

RWY 18: Trees.

**AIRPORT REMARKS:** Unattended. Rwy 18-36 alligator cracking. 165' twr 4000' north and 1000' west of AER 18. NSTD LIRL; first 180' Rwy 18 unlgtd; first 385' Rwy 36 unlgtd.

**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE DDC.

DODGE CITY (L) VORTACW 108.2 DDC Chan 19 N37°51.04' W100°00.34' 075° 28.8 NM to fld. 2565/8E.

HIWAS.

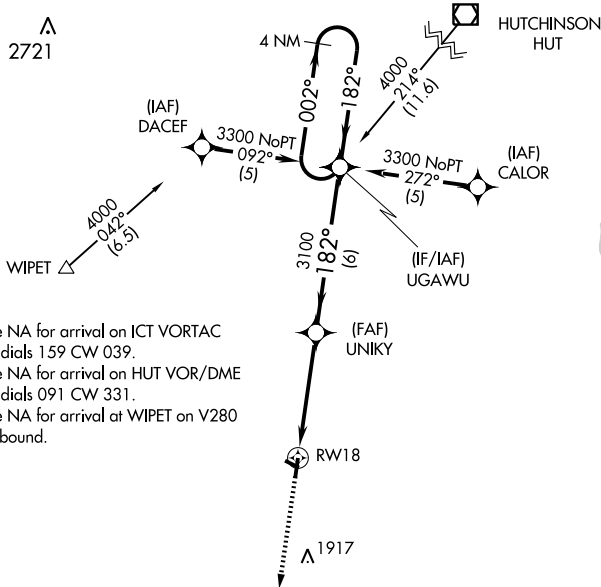
WICHITA

L-10H, 15C

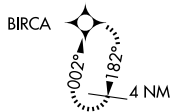
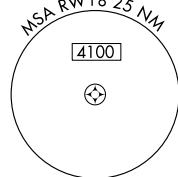
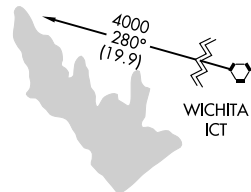
## RNAV(GPS) RWY 18

KINGMAN AIRPORT - CLYDE CESSNA FIELD (9K8)

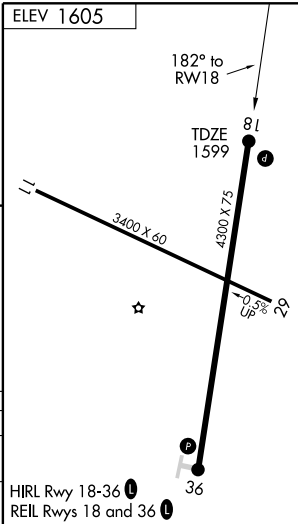
NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Use Wichita Mid-Continent altimeter setting.	MISSED APPROACH: Climb to 3600 direct BIRCA WP and hold.
AWOS-3 119.325	WICHITA APP CON 125.5 306.2	UNICOM 122.8 (CTAF) <b>0</b>

A  
2721

Procedure NA for arrival on ICT VORTAC  
airway radials 159 CW 039.  
Procedure NA for arrival on HUT VOR/DME  
airway radials 091 CW 331.  
Procedure NA for arrival at WIPET on V280  
southwestbound.



3600 ↑ BIRCA	UNIKY	UGAWU	4 NM Holding Pattern
RW18	3100	3300	002° → ← 182°
4.5 NM	6 NM		
CATEGORY	A	B	C
LNAV MDA	2120-1	521 (600-1)	2120-1½ 521 (600-1½)
CIRCLING	2160-1	555 (600-1)	2160-1½ 555 (600-1½)



HIRL Rwy 18-36 **0**  
REIL Rwy 18 and 36 **0**

KINGMAN, KANSAS

Orig-A 08157

KINGMAN AIRPORT - CLYDE CESSNA FIELD (9K8)

37°40' N-98°07' W

RNAV (GPS) RWY 18

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010



APP CRS **002°**  
 Rwy Idg **4300**  
 TDZE **1597**  
 Apt Elev **1605**

# RNAV(GPS) RWY 36

KINGMAN AIRPORT - CLYDE CESSNA FIELD (9K8)

**NA** GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.  
 Use Wichita Mid-Continent altimeter setting.  
 Procedure NA at night.

**MISSED APPROACH:** Climb to 3300 direct UGAWU WP and hold.

AWOS-3  
**119.325**

WICHITA APP CON  
**125.5 306.2**

UNICOM  
**122.8 (CTAF) 0**

MSA RW36 25 NM

**3800**

Procedure NA for arrival on ICT VORTAC  
 airway radials 159 CW 347.  
 Procedure NA for arrival on HUT VOR/DME  
 airway radials 070 CW 310.  
 Procedure NA for arrival at SAFER on V74  
 northwestbound.

4 NM



UGAWU

HUTCHINSON  
 HUT

4000 to Birca  
 193°  
 (32.7)



WICHITA  
 ICT

4000  
 228°  
 (27.8)

1709±  
 RW36

BUGAC  
 2.6 NM  
 to RW36

(FAF)  
 SESSU

3200

002°

(6.2)

(IAF)  
 KOSKE

3600 NoPT

092°

(5)

3600 NoPT

272°

(5)

(IF/IAF)  
 BIRCA

(IAF)  
 FARPI

002°

182°

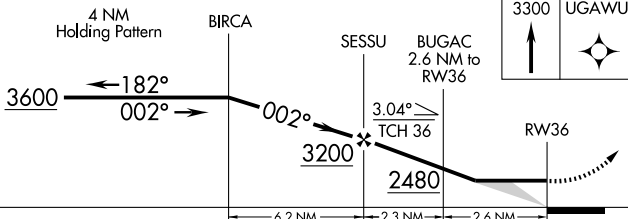
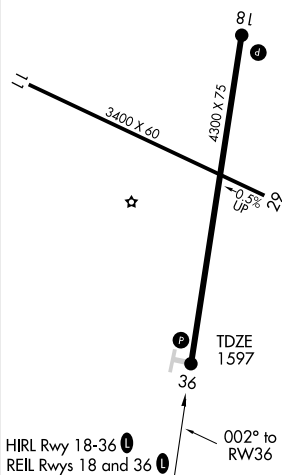
4 NM

4000  
 063°  
 (22.3)

SAFER

2147

ELEV 1605



CATEGORY	A	B	C	D
RNAV MDA	2080-1	483 (500-1)	2080-1½ 483 (500-1½)	NA
CIRCLING	2160-1	555 (600-1)	2160-1½ 555 (600-1½)	NA

VOR/DME HUT <b>116.8</b> Chan <b>115</b>	APP CRS <b>196°</b>	Rwy Idg TDZE <b>1599</b> Apt Elev <b>1605</b>
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# VOR/DME RWY 18

KINGMAN AIRPORT - CLYDE CESSNA FIELD (9K8)



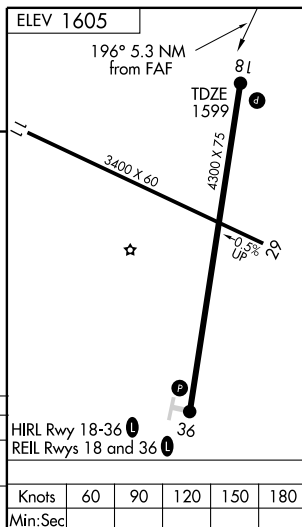
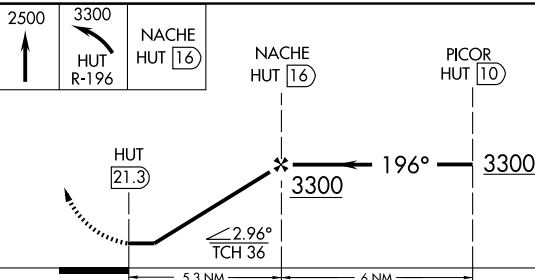
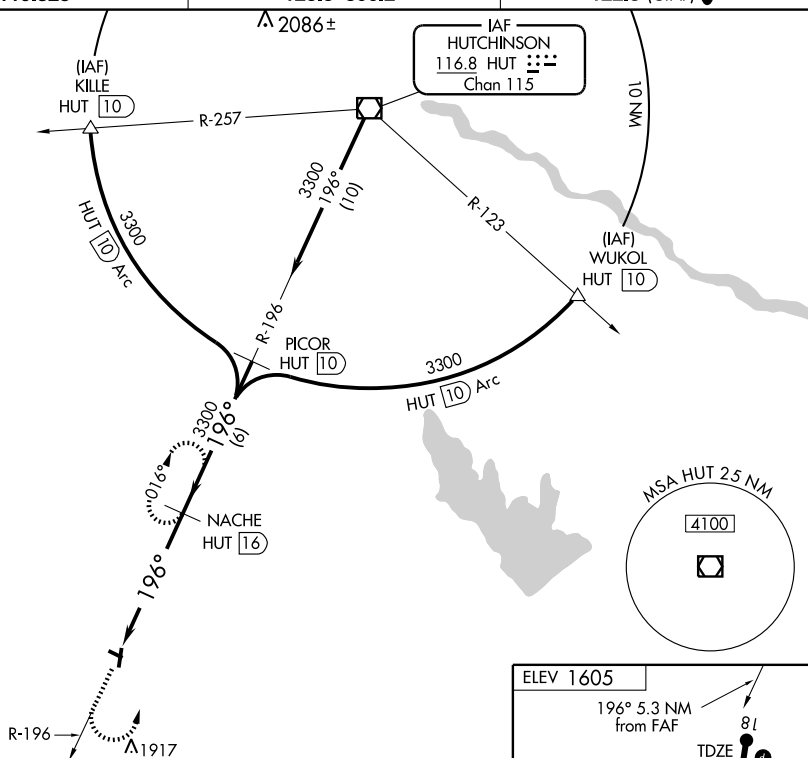
Use Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing left turn to 3300 via HUT R-196 to NACHE/16 DME and hold.

AWOS-3  
**119.325**

WICHITA APP CON  
**125.5 306.2**

UNICOM  
**122.8** (CTAF) **0**



CATEGORY	A	B	C	D
S-18	2320-1 721 (800-1)	2320-1¼ 721 (800-1¼)	2320-2 721 (800-2)	NA
CIRCLING	2320-1 715 (800-1)	2320-1¼ 715 (800-1¼)	2320-2 715 (800-2)	NA

HIRL Rwy 18-36 **0**  
REIL Rwy 18 and 36 **0**

Knots	60	90	120	150	180
Min:Sec					

## LA CROSSE

RUSH CO (K94) 1 NE UTC-6(-5DT) N38°32.81' W99°17.39'

2070 NOTAM FILE ICT

RWY 17-35: H3200X50 (ASPH) S-12, D-16 MIRL

RWY 17: Road. RWY 35: Building.

AIRPORT REMARKS: Unattended. For emerg ctc sheriffs office

785-222-2578. Twy lights at exit only. For rwy lgts key 122.7 5 times in 5 sec.

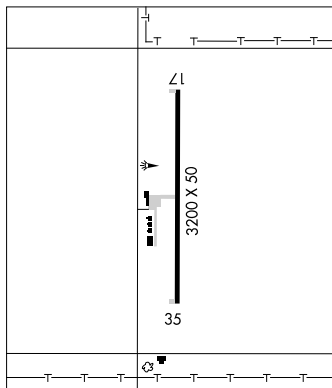
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE HYS.

HAYS (L) VORTACW 110.4 HYS Chan 41 N38°50.86'

W99°16.61' 172° 18.0 NM to fld. 1990/10E.

HIWAS.



WICHITA

L-10H

LAKIN (36K) 2 N UTC-6(-5DT) N37°58.17' W101°15.32'

3077 B FUEL 100LL TPA-3900(823) NOTAM FILE ICT

RWY 14-32: H3400X40 (ASPH) MIRL

RWY 14: Road. RWY 32: Road.

RWY 02-20: 2600X90 (TURF)

RWY 20: P-line.

AIRPORT REMARKS: Unattended. Rwy 02-20 rough and uneven.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE GCK.

GARDEN CITY (H) VORTACW 113.3 GCK Chan 80 N37°55.14' W100°43.50' 266° 25.4 NM to fld.

2877/11E.

WICHITA

L-10G, 15B

LARNED-PAWNEE CO (LQR) 2 N UTC-6(-5DT) N38°12.52' W99°05.16'

2011 B FUEL 100LL, JET A NOTAM FILE ICT

RWY 17-35: H4202X75 (CONC) S-12.5, D-12.5 MIRL

RWY 17: REIL. PAPI(P2L)-GA 3.0° TCH 40'. P-line.

RWY 35: REIL. Road. PAPI(P2L)-GA 3.0° TCH 36'.

RWY 04-22: 3179X175 (TURF)

RWY 04: Road. RWY 22: Tower.

RWY 12-30: 3086X180 (TURF)

RWY 12: Fence. RWY 30: Road.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z, Sat

1400-1800Z. Fuel avbl 24 hrs with credit card. Intersection Rwy 04-22 and Rwy 12-30 soft when wet. Rwy 04-22 has several varmit holes and mounds. Rwy 12-30 has numerous potholes.

ACTIVATE MIRL Rwy 17-35; PAPI and REIL Rwy 17 and Rwy 35-CTAF.

WEATHER DATA SOURCES: AWOS-3 119.875 (620) 285-8552.

COMMUNICATIONS: CTAF/UNICOM 122.8

GREAT BEND RCO 122.5 (WICHITA RADIO)

KANSAS CITY CENTER APP/DEP CON 124.4

RADIO AIDS TO NAVIGATION: NOTAM FILE DDC.

DODGE CITY (L) VORTACW 108.2 DDC Chan 19 N37°51.04'

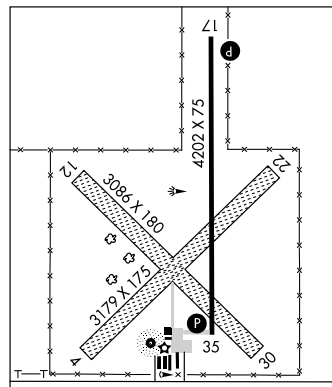
W100°00.34' 056° 48.6 NM to fld. 2565/8E. HIWAS.

NDB (MHW) 296 LQR N38°12.26' W99°05.27' at fld. NOTAM FILE ICT.

WICHITA


L-10H, 15C

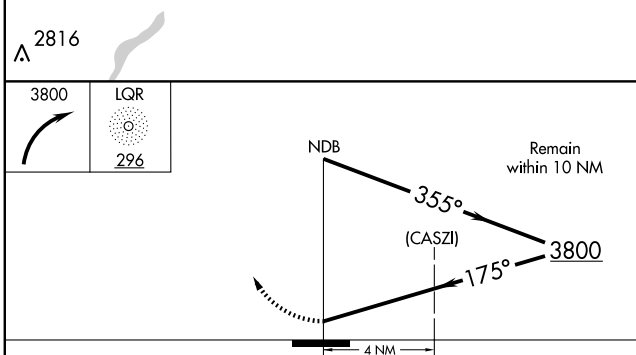
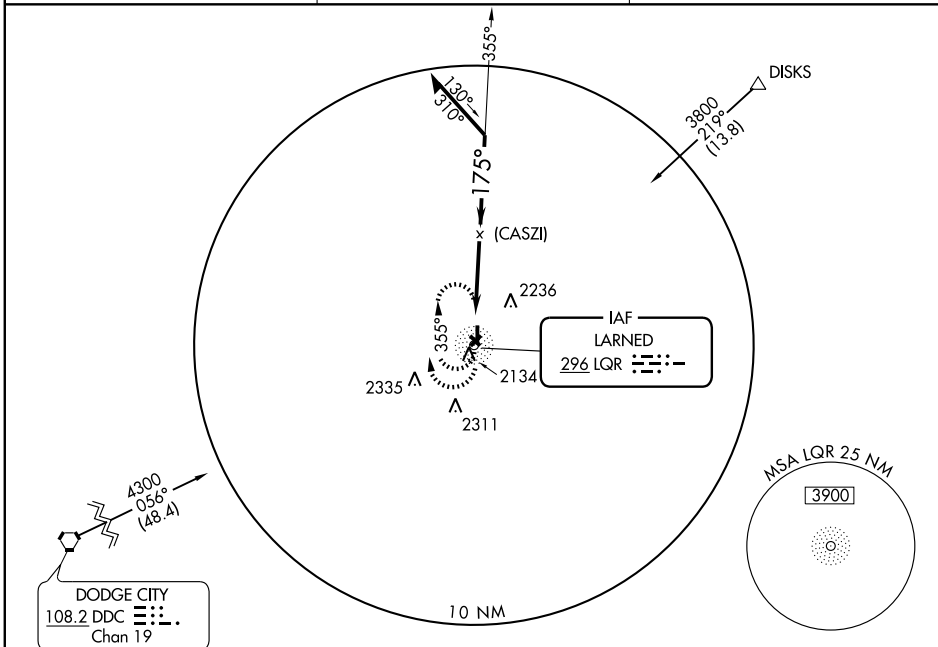
IAP



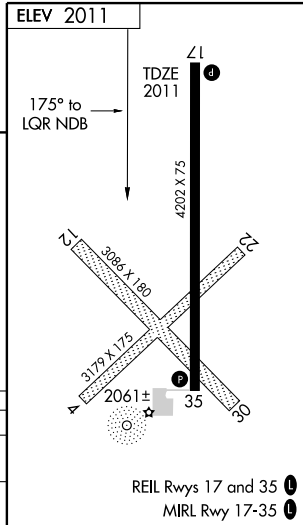
NDB LQR <b><u>296</u></b>	APP CRS <b>175°</b>	Rwy Idg TDZE Apt Elev	<b>4202</b> <b>2011</b> <b>2011</b>
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# NDB or GPS RWY 17

 NA         Use Russell altimeter setting.	MISSED APPROACH: Climbing right turn to 3800 in LQR NDB holding pattern.	
AWOS-3 <b>119.875</b>	KANSAS CITY CENTER <b>124.4 322.4</b>	UNICOM <b>122.8 (CTAF) 0</b>



CATEGORY	A	B	C	D
S-17	2820-1 809 (900-1)	2820-1¼ 809 (900-1¼)	2820-2¼ 809 (900-2¼)	NA
CIRCLING	2820-1 809 (900-1)	2820-1¼ 809 (900-1¼)	2820-2¼ 809 (900-2¼)	NA

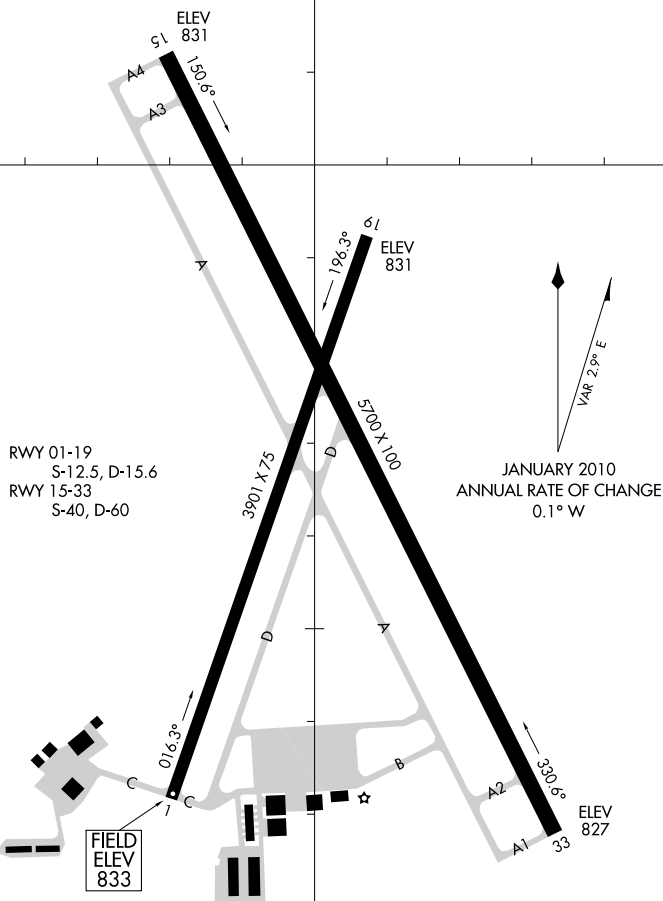


NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

## AIRPORT DIAGRAM

AL-5481 (FAA)

LAWRENCE MUNI (LWC)  
LAWRENCE, KANSASASOS  
121.225  
CTAF/UNICOM  
123.0

39°01.0'N

39°00.0'N

095°13.5'W

095°13.0'W

095°12.5'W

## AIRPORT DIAGRAM

LAWRENCE, KANSAS  
LAWRENCE MUNI (LWC)

**LAWRENCE MUNI** (LWC) 3 N UTC-6(-5DT) N39°00.67' W95°12.99'

KANSAS CITY

833 B S4 FUEL 100LL JET A OX 3 NOTAM FILE LWC

H-5C, L-10J

RWY 15-33: H5700X100 (ASPH) S-40, D-60 MIRL

IAP, AD

RWY 15: PAPI(P4L)—GA 3.0° TCH 45'. Trees.

RWY 33: MALSR. PAPI(P4R)—GA 3.0° TCH 50'. Tree.

RWY 01-19: H3901X75 (CONC) S-12.5, D-15.6 MIRL

RWY 01: REIL. PAPI(P2L) Tree.

RWY 19: REIL. PAPI(P2L) Tree.

AIRPORT REMARKS: Attended 1400-0200Z†. For fuel after hrs call

785-842-6332. ACTIVATE MIRL Rwy 01-19 and Rwy 15-33, PAPI

Rwy 01, Rwy 19, Rwy 15, and Rwy 33, REIL Rwy 01 and Rwy 19,

MALSR Rwy 33—CTAF.

WEATHER DATA SOURCES: ASOS 121.225 (785) 749-1309.

COMMUNICATIONS: CTAF/UNICOM 123.0

R KANSAS CITY CENTER APP/DEP CON 123.8

KANSAS CITY CENTER CLNC DEL 121.825

RADIO AIDS TO NAVIGATION: NOTAM FILE TOP.

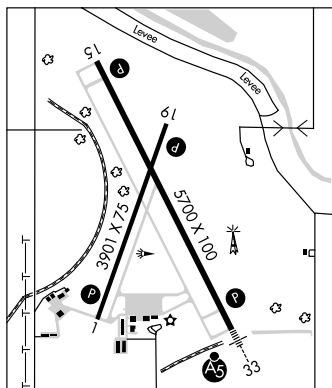
TOPEKA (L) VORTACW 117.8 TOP Chan 125 N39°08.23'

W95°32.95' 111° 17.3 NM to fld. 1070/5E.

NEWBN NDB (LOM) 338 JZ N38°54.83' W95°09.29' 329° 6.5

NM to fld.

ILS 108.9 I-JZM Rwy 33. LOM NEWBN NDB.



## LEOTI

**MARK HOARD MEM** (3K7) 2 S UTC-6(-5DT) N38°27.48' W101°21.05'

WICHITA

3303 B FUEL 100LL NOTAM FILE ICT

L-10G

RWY 17-35: H4300X50 (ASPH) HIRL

RWY 17: Road.

RWY 35: Road.

RWY 08-26: H2450X38 (ASPH) LIRL (NSTD)

RWY 08: Pole.

AIRPORT REMARKS: Unattended. For fuel call 620-375-2723/4950. Rwy 08-26 NSTD LIRL due to spacing. ACTIVATE

HIRL Rwy 17-35—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE GCK.

GARDEN CITY (H) VORTACW 113.3 GCK Chan 80 N37°55.14' W100°43.50' 307° 43.8 NM to fld.

2877/11E.

**LIBERAL MID-AMERICA RGNL** (LBL) 2 W UTC-6(-5DT) N37°02.65' W100°57.59'

WICHITA

2885 B S4 FUEL 100LL JET A OX 2 Class II, ARFF Index A NOTAM FILE LBL

H-6G, L-15C

RWY 17-35: H7105X100 (CONC-GRVD) S-80, D-100, 2S-127 HIRL

IAP, AD

RWY 17: REIL. VASI(V4L)—GA 3.0° TCH 32'.

RWY 35: MALSR. VASI(V4L)—GA 3.0° TCH 47'.

RWY 04-22: H5721X150 (CONC) S-36, D-58 MIRL

RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 39'.

RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 25'.

AIRPORT REMARKS: Attended Mon-Fri 1200-0200Z†, Sat-Sun

1300-0200Z†. 24 hr PPR for unscheduled air carrier ops with

more than 30 passenger seats call arpt manager 620-626-0157

or 620-626-0150. ACTIVATE MIRL Rwy 04-22, and HIRL Rwy

17-35, MALSR Rwy 35, VASI Rwy 17 and Rwy 35, PAPI Rwy 04

and Rwy 22 and REIL Rwy 04, Rwy 17 and Rwy 22—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.375 (620) 624-1221. Dew point

temperature not avbl. HIWAS 122.3 LBL.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.4 (WICHITA RADIO)

KANSAS CITY CENTER APP/DEP CON 134.0

AIRSPACE: CLASS E svc 1200-0300Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE LBL.

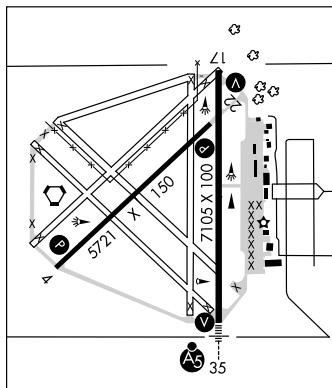
(H) VORTACW 112.3 LBL Chan 70 N37°02.66'

W100°58.27' at fld. 2891/11E. HIWAS.

PANCK NDB (LOM) 383 LB N36°57.87' W100°57.38' 348° 4.8 NM to fld.

ILS 111.3 I-LBL Rwy 35. Class IE. LOM PANCK NDB. Unmonitored.

COMM/NAV/WEATHER REMARKS: AWOS-3 dew point temperature not avbl.



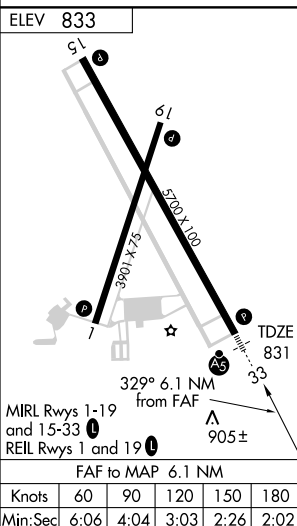
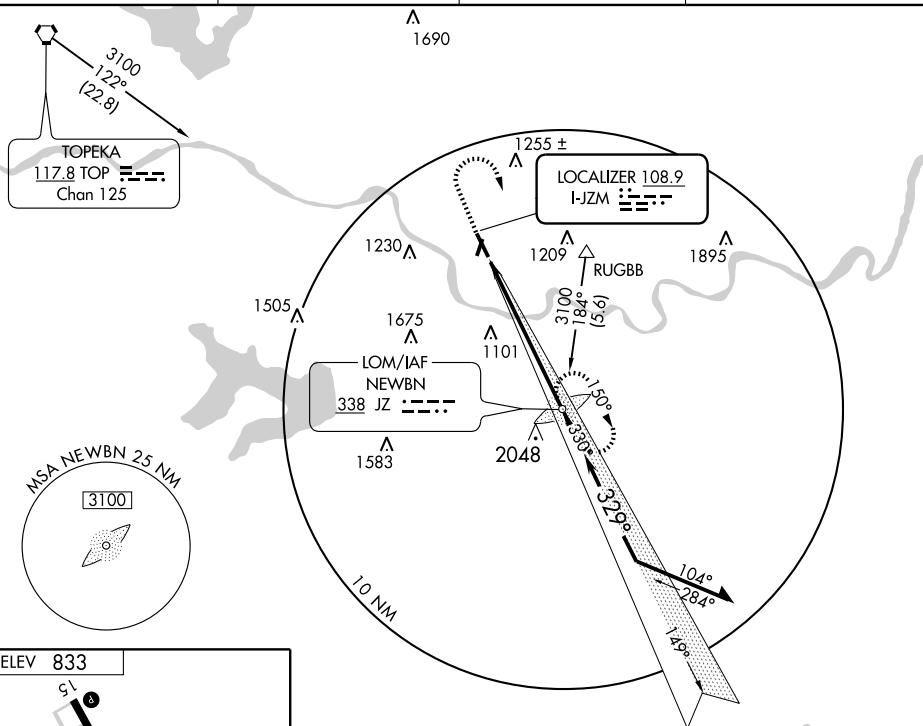
LOC I-JZM <b>108.9</b>	APP CRS <b>329°</b>	Rwy Idg TDZE Apt Elev	<b>5700</b> <b>831</b> <b>833</b>
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## ILS or LOC RWY 33

LAWRENCE MUNI (LWC)

	When local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all DA 52 feet and all MDA 60 feet.	MALSR 	MISSED APPROACH: Climb to 2000 then climbing right turn to 3100 direct NEWBN LOM and hold.
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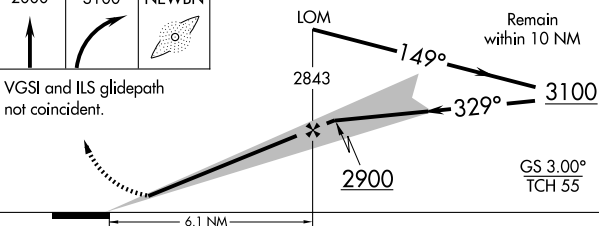
ASOS <b>121.225</b>	KANSAS CITY CENTER <b>123.8 343.7</b>	CLNC DEL <b>121.825</b>	UNICOM <b>123.0 (CTAF) 0</b>
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## ADF REQUIRED

2000	3100	NEWBN
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VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 33	1031-½	200 (200-½)		NA
S-LOC 33	1260-½	429 (500-½)	1260-¾ 429 (500-¾)	NA
CIRCLING	1420-1	587 (600-1)	1440-¾ 607 (700-¾)	NA

LAWRENCE, KANSAS

Amdt 1B 10154

39°01'N - 95°13'W

LAWRENCE MUNI (LWC)

ILS or LOC RWY 33

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

APP CRS <b>149°</b>	Rwy Idg <b>5700</b> TDZE <b>831</b> Apt Elev <b>833</b>
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# RNAV (GPS) RWY 15

LAWRENCE MUNI (LWC)

**▼** When local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all MDA 60 feet. Visibility reduction by helicopter NA. DME/DME RNP-0.3 NA.

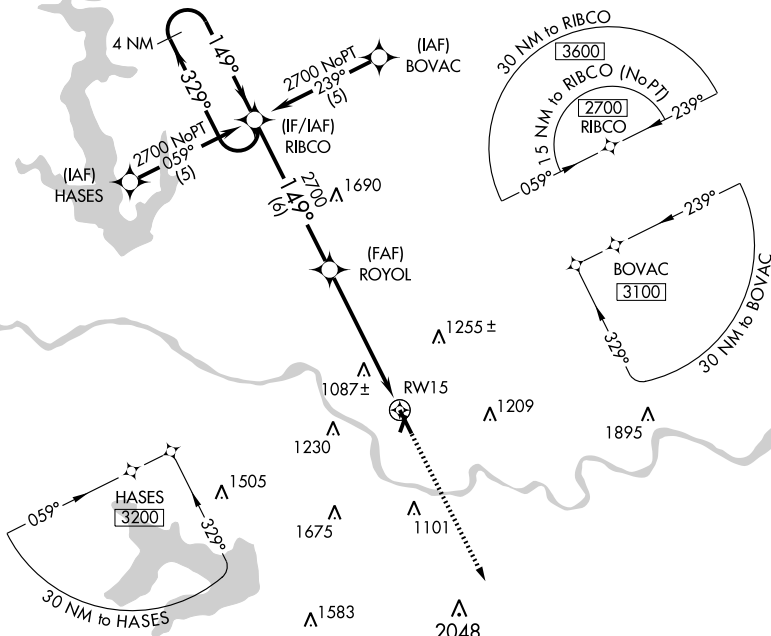
**MISSED APPROACH:** Climb to 3100 direct GOLEY and hold.

ASOS  
**121.225**

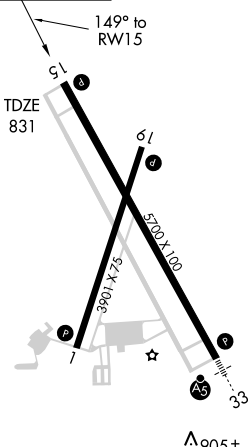
KANSAS CITY CENTER  
**123.8 343.7**

CLNC DEL  
**121.825**

UNICOM  
**123.0 (CTAF) 0**



ELEV 833



MIRL Rwy 1-19 and 15-33  
REL Rwy 1 and 19



4 NM  
Holding Pattern

2700

329°

149°

RIBCO

ROYOL

2700

149°

3.05°

TCH 45

3100

GOLEY

↑

✧

6 NM

5.6 NM

RWY 15

CATEGORY

A

B

C

D

LNAV MDA

1340-1

509 (600-1)

1340-1½

509 (600-1½)

NA

CIRCLING

1420-1

587 (600-1)

1440-1¾

607 (700-1¾)

NA



WAAS CH <b>57913</b> <b>W33A</b>	APP CRS <b>330°</b>	Rwy Idg <b>5700</b> TDZE <b>831</b> Apt Elev <b>833</b>
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## RNAV (GPS) RWY 33

LAWRENCE MUNI (LWC)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME NP-0.3 NA. When local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all DA 52 feet and all MDA 60 feet and all LNAV/VNAV and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Philip Billard Muni altimeter setting.



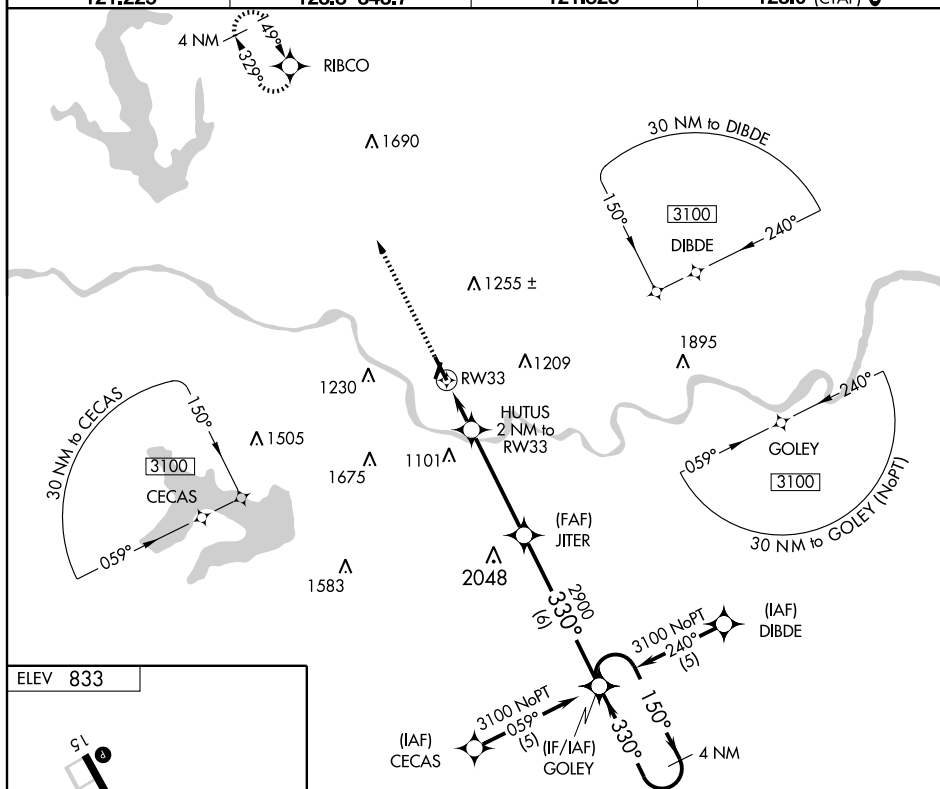
MISSED APPROACH:  
Climb to 2700 direct  
RIBCO and hold.

ASOS  
**121.225**

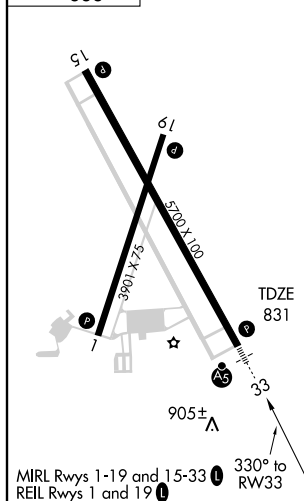
KANSAS CITY CENTER  
**123.8 343.7**



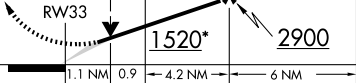
CLNC DEL  
**121.825**

UNICOM  
**123.0 (CTAF) 0**



ELEV 833



2700 RIBCO		HUTUS 2 NM to RW33		GOLEY		4 NM Holding Pattern			
 				JITER		150° → 3100 ← 330°			
* LNAV only		* 1.1 NM to RW33		330°		GS 3.00° TCH 55			
		1520*		2900		VGSI and RNAV glidepath not coincident.			
CATEGORY		A		B		C		D	
LPV DA		1031-1½		200 (200-½)				NA	
LNAV/ VNAV DA		1200-¾		369 (400-¾)				NA	
LNAV MDA		1220-½		389 (400-½)				NA	
CIRCLING		1420-1		587 (600-1)		1440-1¾ 607 (700-1¾)		NA	

LAWRENCE, KANSAS

Amdt 1 10154

39°01'N - 95°13'W

RNAV (GPS) RWY 33

VORTAC TOP <b>117.8</b> Chan <b>125</b>	APP CRS <b>111°</b>	Rwy Idg TDZE Apt Elev <b>833</b>	<b>N/A</b> <b>N/A</b> <b>833</b>
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**VOR/DME-A**  
LAWRENCE MUNI (LWC)

▼ When local altimeter setting not received, use Philip Billard  
Muni altimeter setting and increase all MDA 60 feet and  
Cat C visibility ¼ mile.

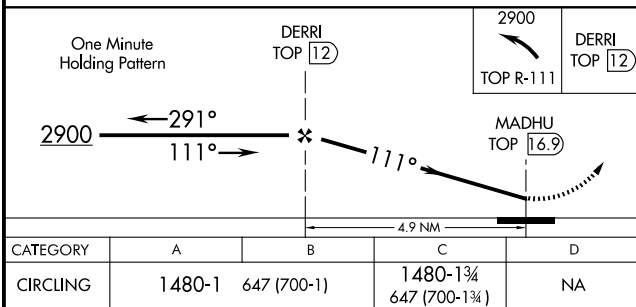
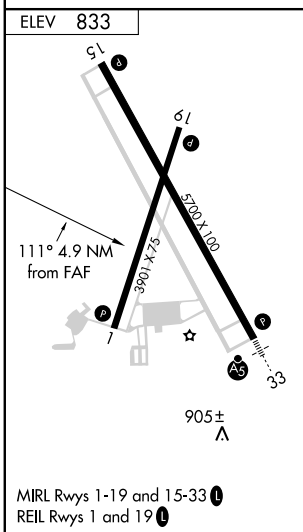
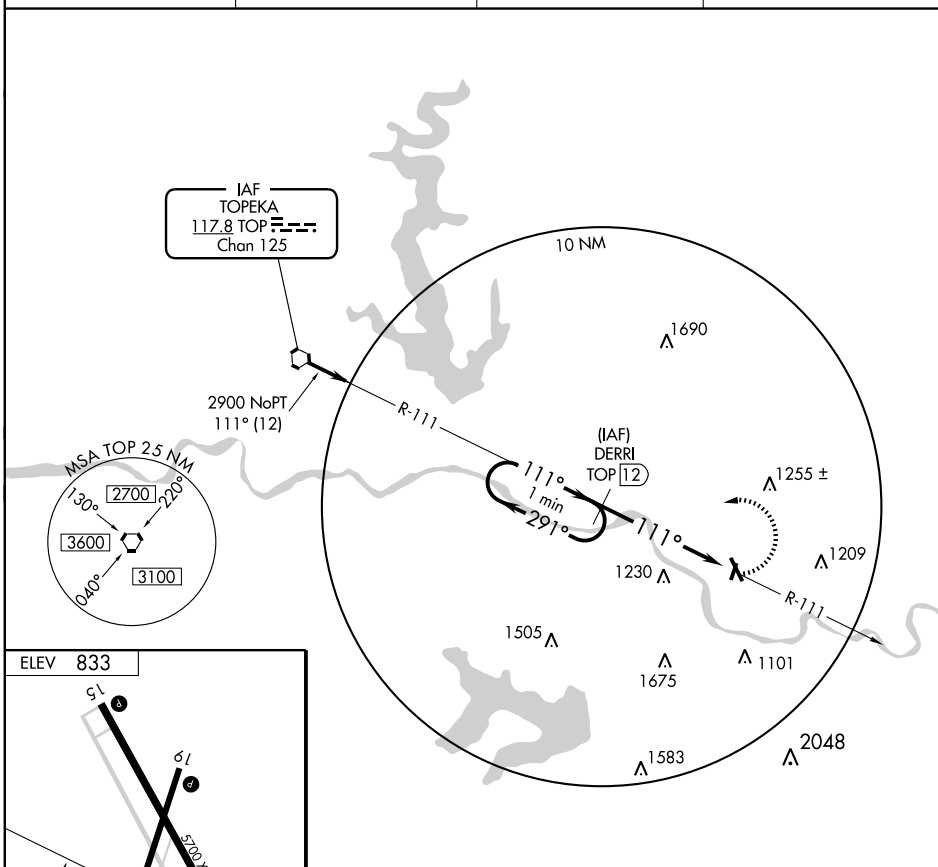
MISSED APPROACH: Climbing left turn to 2900 via TOP  
VORTAC R-111 to DERRI 12 DME and hold.

ASOS  
**121.225**

KANSAS CITY CENTER  
**123.8 343.7**

CLNC DEL  
**121.825**

UNICOM  
**123.0** (CTAF) **0**

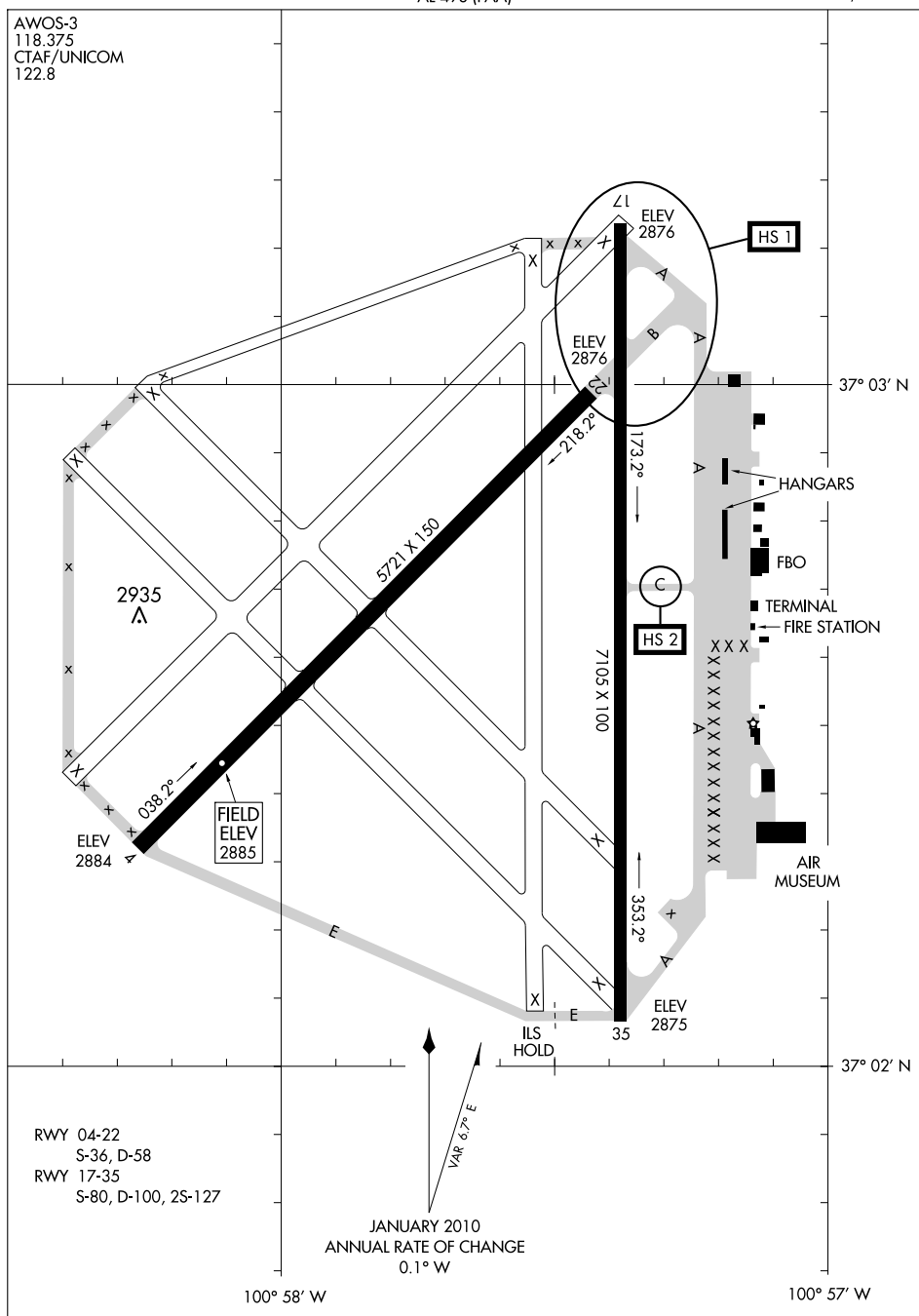


## AIRPORT DIAGRAM

AL-498 (FAA)

LIBERAL MID-AMERICA RGNL (LBL)  
LIBERAL, KANSASAWOS-3  
118.375  
CTAF/UNICOM  
122.8

NC-2, 23 SEP 2010 to 21 OCT 2010



NC-2, 23 SEP 2010 to 21 OCT 2010

## AIRPORT DIAGRAM

LIBERAL, KANSAS  
LIBERAL MID-AMERICA RGNL (LBL)

**LAWRENCE MUNI** (LWC) 3 N UTC-6(-5DT) N39°00.67' W95°12.99'

KANSAS CITY

833 B S4 FUEL 100LL, JET A OX 3 NOTAM FILE LWC

H-5C, L-10J

RWY 15-33: H5700X100 (ASPH) S-40, D-60 MIRL

IAP, AD

RWY 15: PAPI(P4L)—GA 3.0° TCH 45'. Trees.

RWY 33: MALSR. PAPI(P4R)—GA 3.0° TCH 50'. Tree.

RWY 01-19: H3901X75 (CONC) S-12.5, D-15.6 MIRL

RWY 01: REIL. PAPI(P2L) Tree.

RWY 19: REIL. PAPI(P2L) Tree.

AIRPORT REMARKS: Attended 1400-0200Z†. For fuel after hrs call

785-842-6332. ACTIVATE MIRL Rwy 01-19 and Rwy 15-33, PAPI

Rwy 01, Rwy 19, Rwy 15, and Rwy 33, REIL Rwy 01 and Rwy 19,

MALSR Rwy 33—CTAF.

WEATHER DATA SOURCES: ASOS 121.225 (785) 749-1309.

COMMUNICATIONS: CTAF/UNICOM 123.0

R KANSAS CITY CENTER APP/DEP CON 123.8

KANSAS CITY CENTER CLNC DEL 121.825

RADIO AIDS TO NAVIGATION: NOTAM FILE TOP.

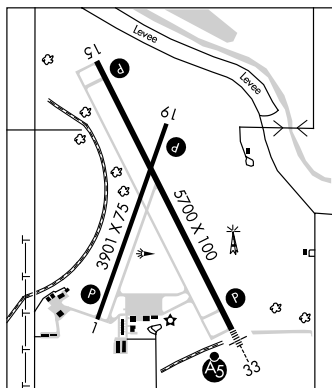
TOPEKA (L) VORTACW 117.8 TOP Chan 125 N39°08.23'

W95°32.95' 111° 17.3 NM to fld. 1070/5E.

NEWBN NDB (LOM) 338 JZ N38°54.83' W95°09.29' 329° 6.5

NM to fld.

ILS 108.9 I-JZM Rwy 33. LOM NEWBN NDB.



## LEOTI

**MARK HOARD MEM** (3K7) 2 S UTC-6(-5DT) N38°27.48' W101°21.05'

WICHITA

3303 B FUEL 100LL NOTAM FILE ICT

L-10G

RWY 17-35: H4300X50 (ASPH) HIRL

RWY 17: Road.

RWY 35: Road.

RWY 08-26: H2450X38 (ASPH) LIRL (NSTD)

RWY 08: Pole.

AIRPORT REMARKS: Unattended. For fuel call 620-375-2723/4950. Rwy 08-26 NSTD LIRL due to spacing. ACTIVATE

HIRL Rwy 17-35—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE GCK.

GARDEN CITY (H) VORTACW 113.3 GCK Chan 80 N37°55.14' W100°43.50' 307° 43.8 NM to fld.

2877/11E.

**LIBERAL MID-AMERICA RGNL** (LBL) 2 W UTC-6(-5DT) N37°02.65' W100°57.59'

WICHITA

2885 B S4 FUEL 100LL, JET A OX 2 Class II, ARFF Index A NOTAM FILE LBL

H-6G, L-15C

RWY 17-35: H7105X100 (CONC-GRVD) S-80, D-100, 2S-127 HIRL

IAP, AD

RWY 17: REIL. VASI(V4L)—GA 3.0° TCH 32'.

RWY 35: MALSR. VASI(V4L)—GA 3.0° TCH 47'.

RWY 04-22: H5721X150 (CONC) S-36, D-58 MIRL

RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 39'.

RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 25'.

AIRPORT REMARKS: Attended Mon-Fri 1200-0200Z†, Sat-Sun

1300-0200Z†. 24 hr PPR for unscheduled air carrier ops with

more than 30 passenger seats call arpt manager 620-626-0157

or 620-626-0150. ACTIVATE MIRL Rwy 04-22, and HIRL Rwy

17-35, MALSR Rwy 35, VASI Rwy 17 and Rwy 35, PAPI Rwy 04

and Rwy 22 and REIL Rwy 04, Rwy 17 and Rwy 22—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.375 (620) 624-1221. Dew point

temperature not avbl. HIWAS 122.3 LBL.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.4 (WICHITA RADIO)

KANSAS CITY CENTER APP/DEP CON 134.0

AIRSPACE: CLASS E svc 1200-0300Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE LBL.

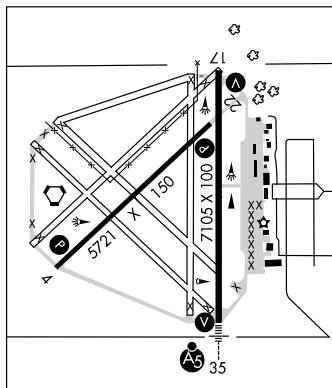
(H) VORTACW 112.3 LBL Chan 70 N37°02.66'

W100°58.27' at fld. 2891/11E. HIWAS.

PANCK NDB (LOM) 383 LB N36°57.87' W100°57.38' 348° 4.8 NM to fld.

ILS 111.3 I-LBL RWY 35. Class IE. LOM PANCK NDB. Unmonitored.

COMM/NAV/WEATHER REMARKS: AWOS-3 dew point temperature not avbl.



## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DODGE CITY, KS		
DODGE CITY RGNL (DDC)	HS 1	Ramp is in close proximity to rwys.
GARDEN CITY, KS		
GARDEN CITY RGNL (GCK)	HS 1	Back taxi required for full length Rwy 12.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
	HS 3	Twy A leads to int or Rwy 30.
GRAND ISLAND, NE		
CENTRAL NEBRASKA RGNL (GRI)	HS 1	Twy B crosses Rwy 17.
	HS 2	Twy C crosses Rwy 17 at the ramp.
HUTCHINSON, KS		
HUTCHINSON MUNI (HUT)	HS 1	Complex twy/rwy crossings.
	HS 2	Close proximity rwy boundary markings.
LIBERAL, KS		
LIBERAL MID-AMERICA RGNL (LBL)	HS 1	Multiple rwys and twys intersect in small area.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
LINCOLN, NE		
LINCOLN (LNK)	HS 1	Complex int of rwys and twys.
	HS 2	Apch holding position on twy near run up area.
MANHATTAN, KS		
MANHATTAN RGNL (MHK)	HS 1	Terminal ramp at Twy D intersects with Rwy 03-21.
	HS 2	Twy A intersects with Rwy 13-31.
OLATHE, KS		
JOHNSON COUNTY EXECUTIVE (OJC)	HS 1	Twy crosses rwy.
	HS 2	Unusual holding position.
OLATHE, KS		
NEW CENTURY AIRCENTER (IXD)	HS 1	Complex twy/rwy int.
	HS 2	Military ramp near twy.
	HS 3	Complex twy/rwy ints in area of limited twr visibility.
OMAHA, NE		
EPPLEY AIRFIELD (OMA)	HS 1	Complex twy int.
	HS 2	Rwy safety area in close proximity to ramp.
	HS 3	Rwy safety area in close proximity to ramp.
SALINA, KS		
SALINA MUNI (SLN)	HS 1	Twy E int departures Rwy 17-35.
	HS 2	Twy B intersects Rwy 12-30 and Rwy 17-35. Close proximity rwy boundary hold markings.
TOPEKA, KS		
FORBES FIELD (FOE)	HS 1	Twy A turns southwest to access the apch end of Rwy 03.
	HS 2	Twy A turns south to apch end Rwy 03. Not visible from twr.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

## HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
TOPEKA, KS		
PHILIP BILLARD MUNI (TOP)	HS 1	Ramp area and twy int in close proximity to rwys.
WICHITA, KS		
WICHITA MID-CONTINENT (ICT)	HS 1	Confusing ramp exit/entrance.
	HS 2	Twy/rwy crossing.
	HS 3	Confusing twy/rwy int.

\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-LBL	APP CRS	Rwy Idg	<b>7105</b>
<b><u>111.3</u></b>	<b>350°</b>	TDZE	<b>2875</b>
		Apt Elev	<b>2885</b>

ILS or LOC RWY 35  
LIBERAL MID-AMERICA RGNL (LBL)

**T** Circling NA east of Rwy 17-35. If local altimeter setting  
**A** not received, use Guymon Muni altimeter setting and  
increase all DAs 112 feet and all MDAs 120 feet.

MALSR

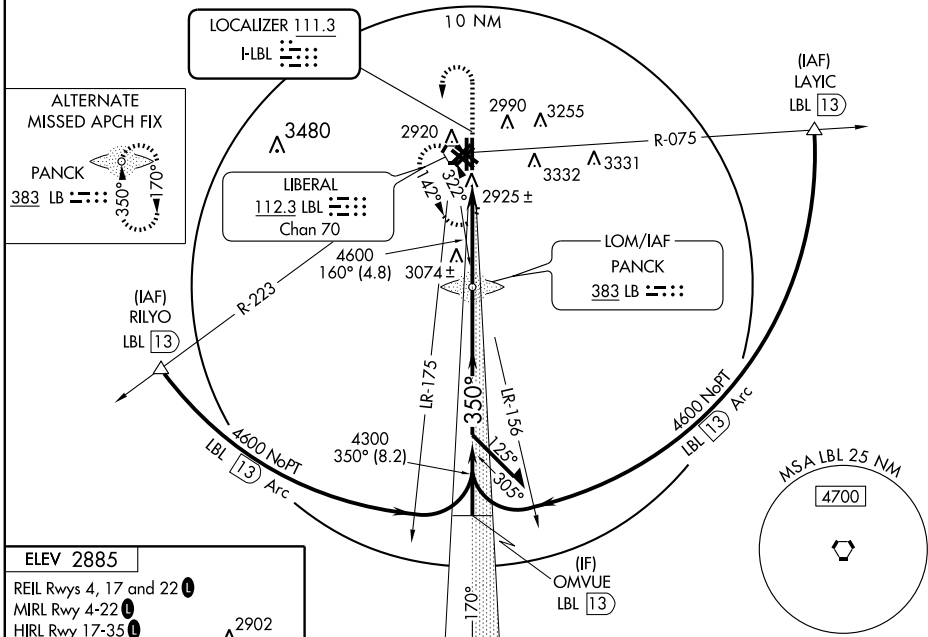
**MISSED APPROACH:** Climb to 4600 then left turn direct LBL VORTAC and hold.

AWOS-3  
118.375

KANSAS CITY CENTER  
134.0 290.8

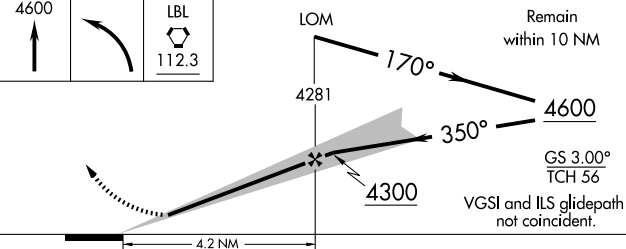
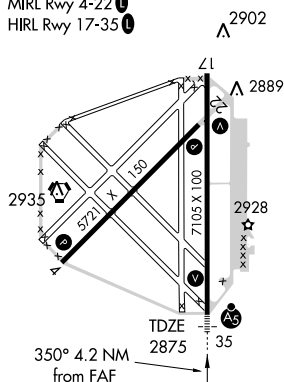
UNICOM  
122.8 (CTAF) **L**

ADF or DME REQUIRED



ELEV 2885

REIL Rwy 4, 17 and 22 **L**  
MIRL Rwy 4-22 **L**  
HIRL Rwy 17-35 **L**



CATEGORY	A	B	C	D
S-ILS 35	3075- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$ )			
S-LOC 35	3260- $\frac{1}{2}$ 385 (400- $\frac{1}{2}$ )			3260- $\frac{3}{4}$ 385 (400- $\frac{3}{4}$ )
CIRCLING	3340-1 455 (500-1)		3340-1 $\frac{1}{2}$ 455 (500-1 $\frac{1}{2}$ )	3440-2 555 (600-2)

LIBERAL, KANSAS

Amdt 4 09351

LIBERAL MID-AMERICA RGNI (LBL)

ILS or LOC RWY 35

37° 03' N-100° 58' W

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

WAAS CH <b>72905</b> <b>W04A</b>	APP CRS <b>035°</b>	Rwy Idg TDZE Apt Elev	<b>5721</b> <b>2885</b> <b>2885</b>
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# RNAV (GPS) RWY 4

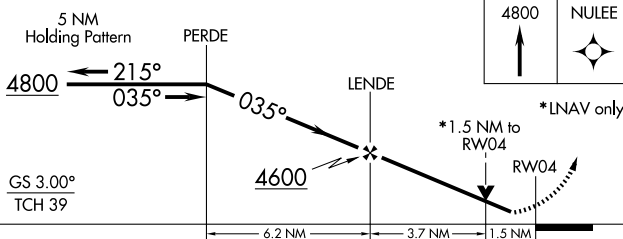
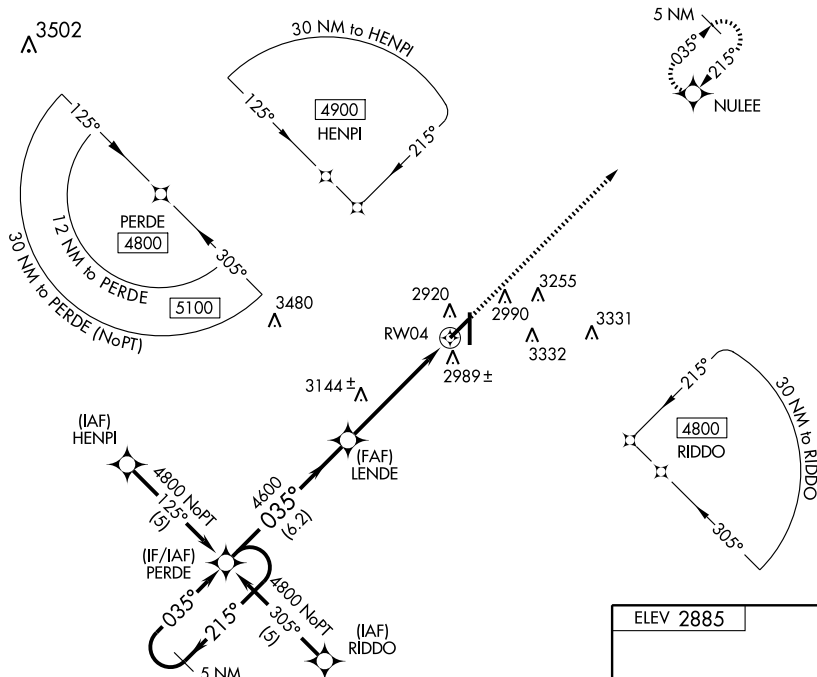
LIBERAL MID-AMERICA RGNL (LBL)

- ▼ Circling NA east of Rwy 17-35. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Guymon Muni altimeter setting and increase all DAs 112 feet and all MDAs 120 feet. VDP and Baro-VNAV NA when using Guymon Muni altimeter setting.
- ▲ MISSED APPROACH: Climb to 4800 direct NULEE and hold.

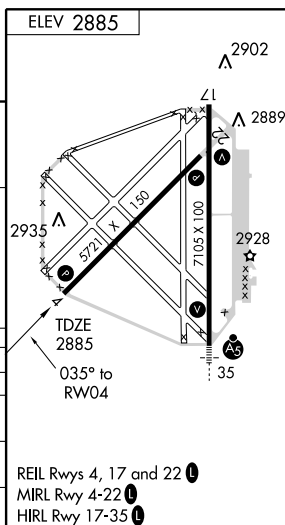
AWOS-3  
**118.375**

KANSAS CITY CENTER  
**134.0 290.8**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LPV DA	3135-1 250 (300-1)			
LNAV/VNAV DA	3300-1½ 415 (500-1½)			
LNAV MDA	3400-1 515 (600-1)	3400-1½ 515 (600-1½)	3400-1¾ 515 (600-1¾)	
CIRCLING	3400-1 515 (600-1)	3400-1½ 515 (600-1½)	3440-2 555 (600-2)	





WAAS CH <b>78205</b> <b>W17A</b>	APP CRS <b>170°</b>	Rwy Idg <b>7105</b> TDZE <b>2877</b> Apt Elev <b>2885</b>
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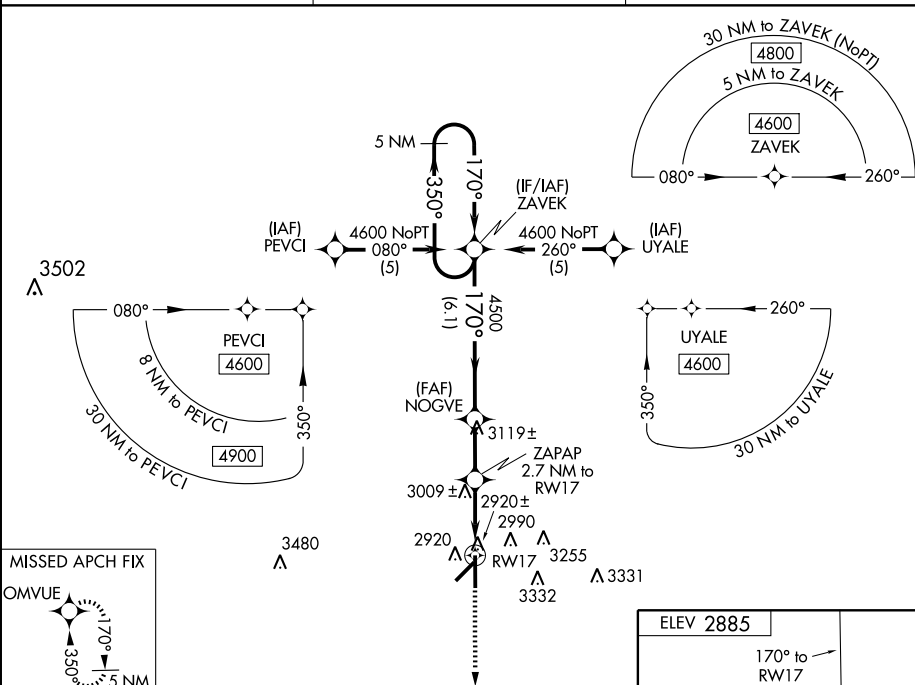
RNAV (GPS) RWY 17  
LIBERAL MID-AMERICA RGNL (LBL)

- ⚠** Circling NA east of Rwy 17-35. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Guymon Muni altimeter setting and increase all DAs 112 feet and all MDAs 120 feet. VDP and Baro-VNAV NA when using Guymon Muni altimeter setting.

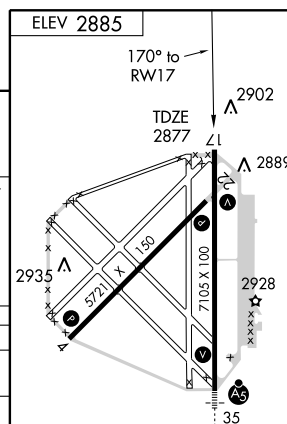
**MISSED APPROACH:** Climb to 4500 direct OMVUE and hold.

AWOS-3  
118.375

KANSAS CITY CENTER  
134.0 290.8

UNICOM  
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
LPV DA	3127-3/4 250 (300-3/4)			
LNAV/ VNAV DA	3320-1 1/2 443 (500-1 1/2)			
LNAV MDA	3260-1 383 (400-1)			3260-1 1/4 383 (400-1 1/4)
CIRCLING	3340-1 455 (500-1)		3340-1 1/2 455 (500-1 1/2)	3440-2 555 (600-2)



REIL Rwy 4, 17 and 22 **L**  
MIRL Rwy 4-22 **L**  
HIRL Rwy 17-35 **L**

WAAS CH <b>90405</b> <b>W22A</b>	APP CRS <b>215°</b>	Rwy Idg TDZE Apt Elev	<b>5721</b> <b>2877</b> <b>2885</b>
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# RNAV (GPS) RWY 22

LIBERAL MID-AMERICA RGNL (LBL)

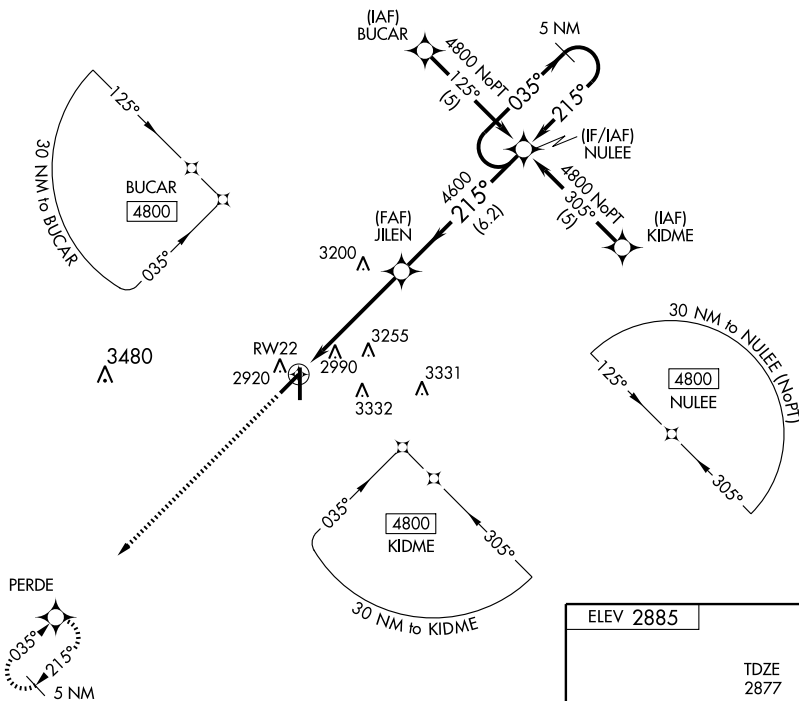
- ▼** Circling NA east of Rwy 17-35. Baro-VNAV NA when using Guymon Muni altimeter setting.  
**▲** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Guymon Muni altimeter setting and increase all DAs 112 feet and all MDAs 120 feet.

**MISSED APPROACH:**  
Climb to 4800 direct  
PERDE and hold.

AWOS-3  
**118.375**

KANSAS CITY CENTER  
**134.0 290.8**

UNICOM  
**122.8 (CTAF) ①**

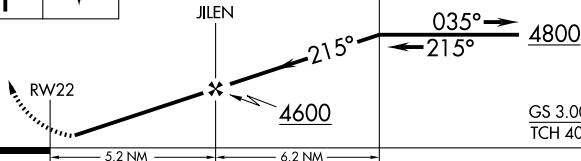


4800 PERDE

VGSI and RNAV glidepath  
not coincident.

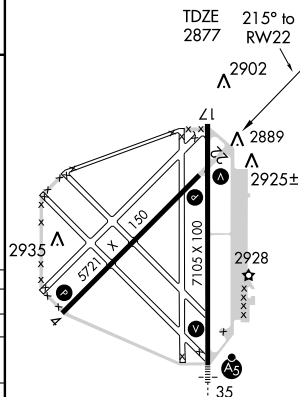
NULEE

5 NM  
Holding Pattern



CATEGORY	A	B	C	D
LPV DA		3127-1	250 (300-1)	
LNAV/VNAV DA		3185-1	308 (300-1)	
LNAV MDA	3480-1 603 (600-1)	3480-1 <sup>3</sup> / <sub>4</sub> 603 (600-1 <sup>3</sup> / <sub>4</sub> )	3480-2 603 (600-2)	
CIRCLING	3480-1 595 (600-1)	3480-1 <sup>3</sup> / <sub>4</sub> 595 (600-1 <sup>3</sup> / <sub>4</sub> )	3480-2 595 (600-2)	

ELEV 2885



REIL Rwy 4, 17 and 22 ①  
MIRL Rwy 4-22 ①  
HIRL Rwy 17-35 ①

LIBERAL, KANSAS

Orig-A 06MAY10

37° 03' N-100° 58' W

LIBERAL MID-AMERICA RGNL (LBL)

# RNAV (GPS) RWY 22

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

WAAS CH <b>63005</b> <b>W35A</b>	APP CRS <b>350°</b>	Rwy Idg TDZE Apt Elev	<b>7105</b> <b>2875</b> <b>2885</b>
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## RNAV (GPS) RWY 35

LIBERAL MID-AMERICA RGNL (LBL)



Circling NA east of Rwy 17-35. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Guymon Muni altimeter setting. If local altimeter setting not received, use Guymon Muni altimeter setting and increase all DAs 112 feet and all MDAs 120 feet. For inoperative MALSR increase LNAV Cat D visibility to 1¼.

MALSR



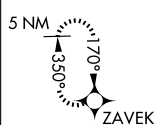
MISSED APPROACH:  
Climb to 4600 direct  
ZAVEK and hold.

AWOS-3  
**118.375**

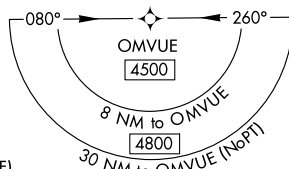
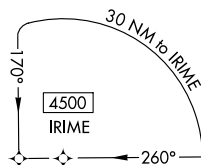
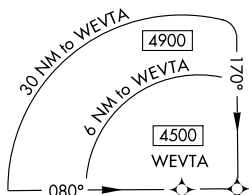
KANSAS CITY CENTER  
**134.0 290.8**

UNICOM  
**122.8 (CTAF)**

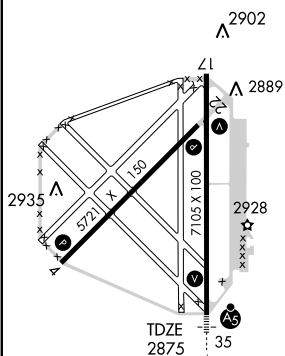
MISSED APCH FIX



3480



ELEV 2885



REIL Rws 4, 17 and 22  
MIRL Rwy 4-22  
HIRL Rwy 17-35

350° to  
RW35

4600	ZAVEK	VGSI and RNAV glidepath not coincident.	OMVUE	5 NM Holding Pattern
		VEKKU 2.8 NM to RW35	CIVAD	
*LNAV only		*1.1 NM to RW35		
		RW35		
		3820*		
		1.1	1.7 NM	1.8 NM
			7.8 NM	
CATEGORY	A	B	C	D
LPV DA		3137-½	262 (300-½)	
LNAV/VNAV DA		3290-1	415 (500-1)	
LNAV MDA		3260-½	385 (400-½)	3260-1 385 (400-1)
CIRCLING		3340-1	455 (500-1)	3340-1½ 455 (500-1½)
				3440-2 555 (600-2)

VORTAC LBL <b><u>112.3</u></b> Chan <b>70</b>	APP CRS <b>196°</b>	Rwy Idg <b>7105</b> TDZE <b>2877</b> Apt Elev <b>2885</b>
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VOR/DME RWY 17  
LIBERAL MID-AMERICA RGNL (LBL)

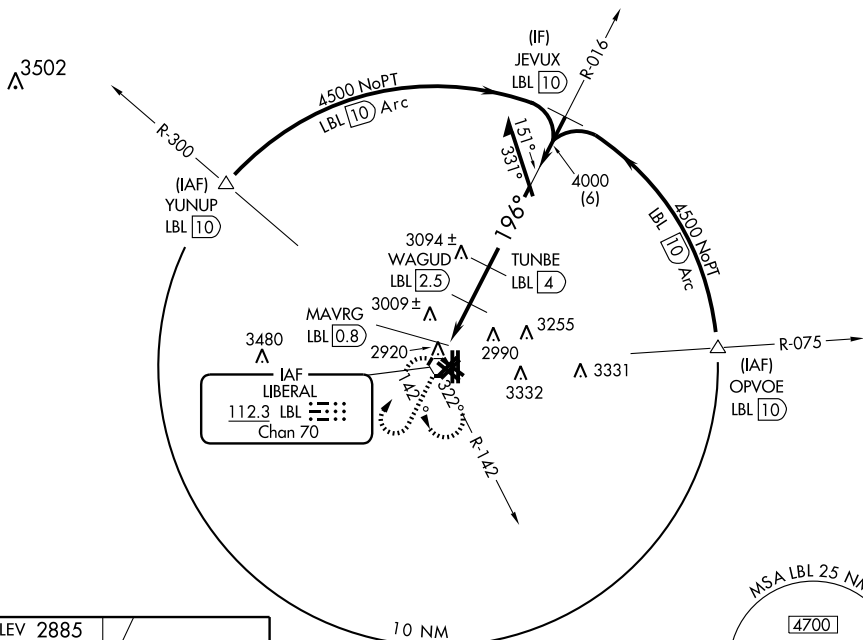
**T** Circling NA east of Rwy 17-35. If local altimeter setting not received, use Guymon Muni altimeter setting and increase all MDAs 120 feet. Visibility reduction by helicopters NA. VDP NA when using Guymon Muni altimeter setting.

**MISSED APPROACH:** Climb to 4000 then climbing right turn to 4600 direct LBL VORTAC and hold.

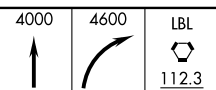
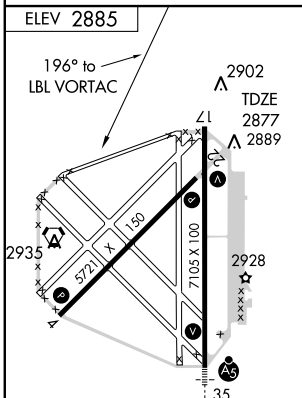
AWOS-3  
**118.375**

KANSAS CITY CENTER  
134.0 290.8

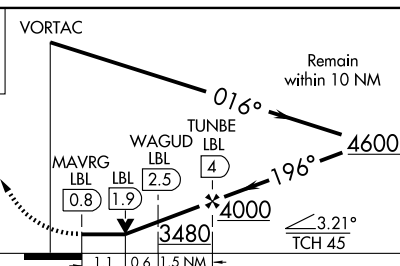
UNICOM  
122.8 (CTAF) **L**



ELEV 2885



VGS1 and descent angles  
not coincident.



CATEGORY	A	B	C	D
S-17	3260-1 383 (400-1)			3260-1¼ 383 (400-1¼)
CIRCLING	3340-1 455 (500-1)		3340-1½ 455 (500-1½)	3440-2 555 (600-2)

LIBERAL, KANSAS

Amdt 4 09351

LIBERAL MID-AMERICA RGNL (LBL)

VOR/DME RWY 17

37° 03' N-100° 58' W

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

VORTAC LBL <b>112.3</b> Chan <b>70</b>	APP CRS <b>019°</b>	Rwy Idg TDZE Apt Elev	<b>5721</b> <b>2885</b> <b>2885</b>
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**VOR RWY 4**

LIBERAL MID-AMERICA RGNL (LBL)

**▼** Circling NA east of Rwy 17-35. If local altimeter setting not received, use Guymon Muni altimeter setting and increase all MDAs 120 feet. Visibility reduction by helicopters NA. VDP NA when using Guymon Muni altimeter setting.

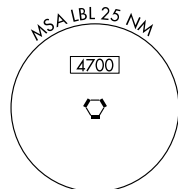
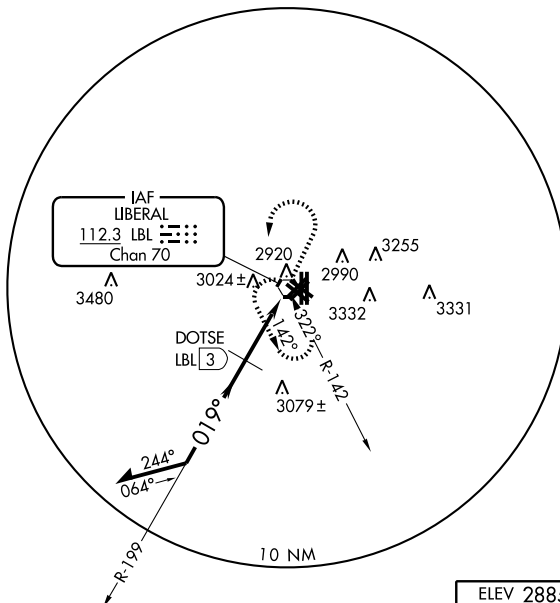
**MISSED APPROACH:** Climb to 4000 then climbing left turn to 4600 direct LBL VORTAC and hold.

AWOS-3  
**118.375**

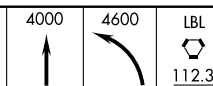
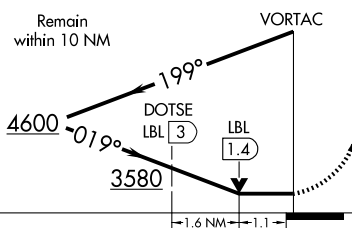
KANSAS CITY CENTER  
**134.0 290.8**

UNICOM  
**122.8 (CTAF)**

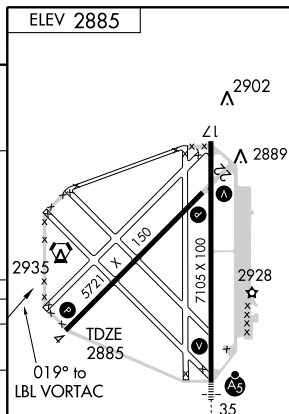
**Λ** 3502



Remain within 10 NM



CATEGORY	A	B	C	D
S-4	3580-1 695 (700-1)		3580-2 695 (700-2)	3580-2 1/4 695 (700-2 1/4)
CIRCLING	3580-1 695 (700-1)		3580-2 695 (700-2)	3580-2 1/4 695 (700-2 1/4)
DME MINIMUMS				
S-4	3280-1 395 (400-1)			3280-1 1/4 395 (400-1 1/4)
CIRCLING	3340-1 455 (500-1)		3340-1 1/2 455 (500-1 1/2)	3440-2 555 (600-2)



REIL Rwy 4, 17 and 22 **⬮**  
MIRL Rwy 4-22 **⬮**  
HIRL Rwy 17-35 **⬮**

VORTAC LBL <b>112.3</b> Chan <b>70</b>	APP CRS <b>322°</b>	Rwy Idg TDZE Apt Elev	<b>7105</b> <b>2875</b> <b>2885</b>
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**VOR RWY 35**

LIBERAL MID-AMERICA RGNL (LBL)

- ▼ Inoperative table does not apply to Cat C and D. Circling NA east of Rwy 17-35.  
 ▲ If local altimeter setting not received, use Guymon Muni altimeter setting and increase all MDAs 120 feet. VDP NA when using Guymon Muni altimeter setting.



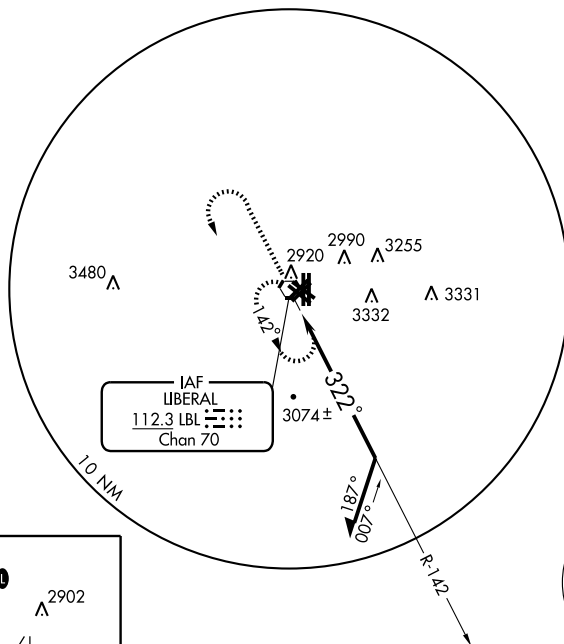
MALSR  
 MISSED APPROACH: Climb to 4000 then climbing left turn to 4600 direct LBL VORTAC and hold.

AWOS-3  
**118.375**

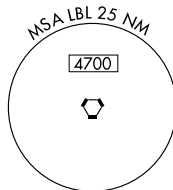
KANSAS CITY CENTER  
**134.0 290.8**

UNICOM  
**122.8 (CTAF)**

△ 3502

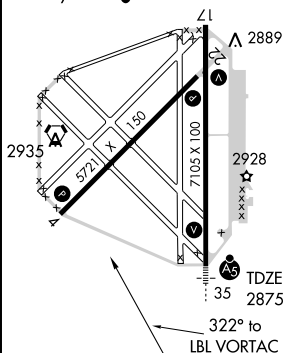


IAF  
 LIBERAL  
 112.3 LBL  
 Chan 70

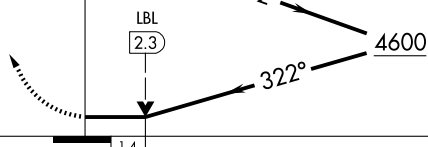


ELEV 2885

REIL Rwy 4, 17 and 22  
 MIRL Rwy 4-22  
 HIRL Rwy 17-35



4000	4600	LBL 112.3	VORTAC	Remain within 10 NM
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CATEGORY	A	B	C	D
S-35	3380-½ 505 (500-½)		3380-1½ 505 (500-1½)	
CIRCLING	3380-1 495 (500-1)		3380-1½ 495 (500-1½)	3440-2 555 (600-2)

**LINCOLN MUNI** (K71) 2 NW UTC-6(-7DT) N39°03.48' W98°10.02'

WICHITA

1412 S2 FUEL 100LL, JET A NOTAM FILE ICT

RWY 15-33: 2700X370 (TURF) MIRL

RWY 15: Road. RWY 33: Road.

RWY 02-20: 2700X130 (TURF) LIRL

RWY 02: Road. RWY 20: Road.

**AIRPORT REMARKS:** Attended Mar-Nov, Mon-Fri 1400-2300Z. Arpt may not be attended during periods when agricultural activities are not conducted. For fuel after hrs call 785-524-5240. Rodent activity on Rwy 02-20 and Rwy 15-33 closely monitored by management. Rwy 02-55' tree 400' fm rwy end 150' L with other trees in vicinity.

**COMMUNICATIONS:** CTAF 122.9**LLOYD STEARMAN** (See BENTON)**LUCAS** (38K) 1 E UTC-6(-5DT) N39°03.72' W98°31.52'

WICHITA

1485 NOTAM FILE ICT

RWY 17-35: H2904X50 (ASPH) MIRL

RWY 17: Trees. RWY 35: Road.

**AIRPORT REMARKS:** Unattended.**COMMUNICATIONS:** CTAF 122.9**LYNDON****POMONA LAKE** (39K) 5 N UTC-6(-5DT) N38°41.52' W95°41.40'

KANSAS CITY

1050 NOTAM FILE ICT

RWY 16-34: H2170X60 (TURF-GRVL)

RWY 16: Road. RWY 34: Tree.

**AIRPORT REMARKS:** Unattended. Arpt CLOSED SS-SR indef. Ultralight activity on and invof arpt. Rwy 16-34 has hangars and trees both sides of rwy. Rwy 16-34 loose gravel, rough surface.

**COMMUNICATIONS:** CTAF 122.9**LYONS-RICE CO MUNI** (LYO) 1 W UTC-6(-5DT) N38°20.57' W98°13.61'

WICHITA

1691 B S4 FUEL 100LL NOTAM FILE ICT

RWY 17R-35L: H2999X50 (ASPH) S-4 LIRL 0.4% up N

RWY 17R: Road. Rgt t/c.

RWY 17L-35R: 2550X150 (TURF) 0.4% up N

RWY 17L: Thld dsplcd 250'. Road. RWY 35R: Rgt t/c.

RWY 14-32: 1700X100 (TURF) 0.6% up NW

RWY 14: Antenna. RWY 32: Trees.

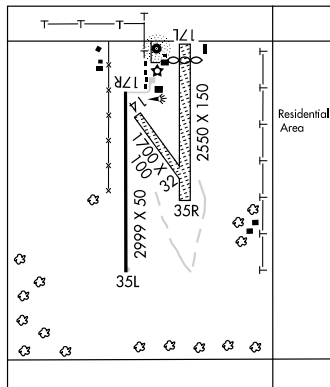
**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z. For attendance other times on req call 620-257-5002. Parachute Jumping. Ultralight activity on and invof arpt. Rwy 14-32 CLOSED indef. Rwy 17R-35L CLOSED for reconstruction. Rwy 17L-35R dsplcd thlds marked with square green and white panels.

**COMMUNICATIONS:** CTAF/UNICOM 122.8**® KANSAS CITY CENTER APP/DEP CON 118.8****RADIO AIDS TO NAVIGATION:** NOTAM FILE HUT.**HUTCHINSON (L) VORW/DME 116.8 HUT** Chan 115 N37°59.82'

W97°56.05' 317° 24.9 NM to fld. 1531/9E.

**NDB (MHW) 386 LYO** N38°20.83' W98°13.62' at fld.

NOTAM FILE ICT.

**MAIZE** (See WICHITA-MAIZE)

APP CRS **174°**  
 Rwy ldg **2999**  
 TDZE **1691**  
 Apt Elev **1691**

**GPS RWY 17R**  
 LYONS-RICE COUNTY MUNI (LYO)

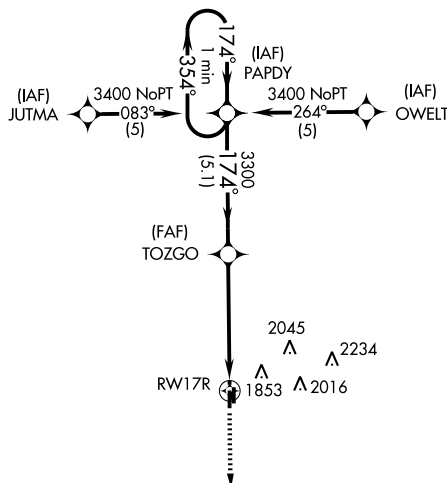
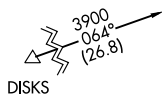
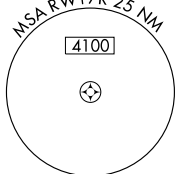


Use Hutchinson altimeter setting.

MISSED APPROACH: Climb to 3400 direct OCISE WP and hold.

KANSAS CITY CENTER  
**118.8 337.4**

UNICOM  
**122.8 (CTAF)**

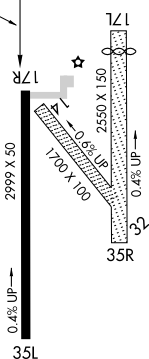


ELEV **1691**

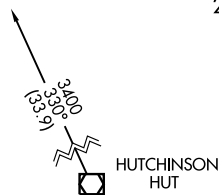


174° to  
 RWY 17R

TDZE  
 1691



2241



One Minute  
 Holding Pattern

PAPDY

3400

OCISE

3400

354°

174°

174°

TOZGO

3300

RWY 17R

5.1 NM

4.9 NM

CATEGORY

A

B

C

D

S-17R

2180-1

489 (500-1)

NA

CIRCLING

2280-1

589 (600-1)

NA

URL Rwy 17R-35L

LYONS, KANSAS

Orig 09351

38°21'N-98°14'W

LYONS-RICE COUNTY MUNI (LYO)

**GPS RWY 17R**

NC-2, 23 SEP 2010 to 21 OCT 2010



APP CRS	Rwy Idg	2999
<b>354°</b>	TDZE	1691
	Apt Elev	1691

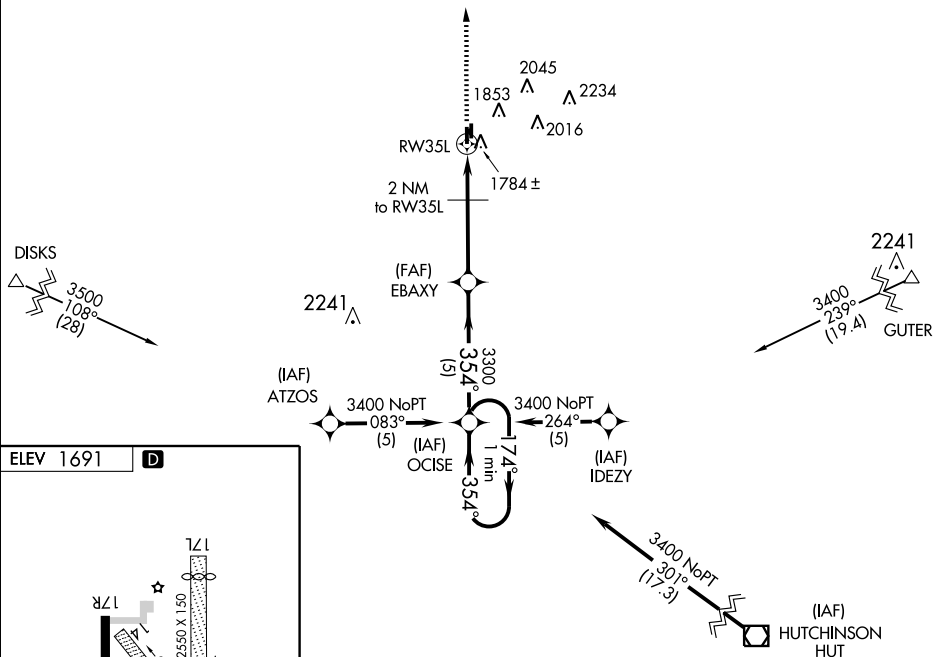
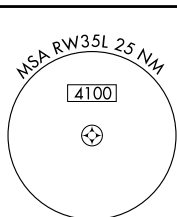
## GPS RWY 35L

LYONS-RICE COUNTY MUNI (LYO)

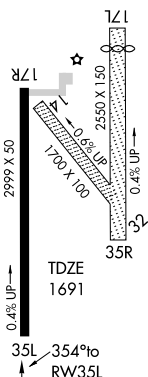
**A** NA Use Hutchinson altimeter setting.

**MISSED APPROACH:** Climb to 3400 direct PAPDY WP and hold.

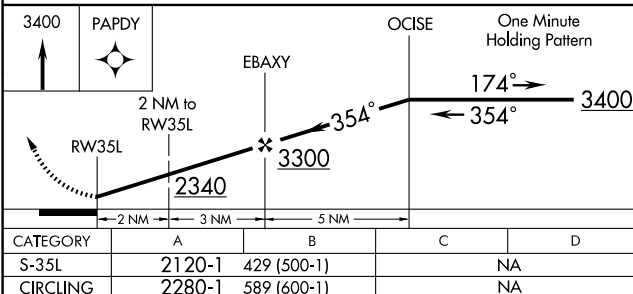
KANSAS CITY CENTER  
118.8 337.4

UNICOM  
122.8 (CTAF)

ELEV 1691	D
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LIRL Rwy 17R-35L



LYONS, KANSAS

Orig 09351

LYONS-RICE COUNTY MUNI (LYO)

38°21'N-98°14'W

GPS RWY 35L

NC-2. 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

NDB LYO  
386

APP CRS  
162°

Rwy Idg	<b>2999</b>
TDZE	<b>1691</b>
Apt Elev	<b>1691</b>

NDB RWY 17R  
LYONS-RICE COUNTY MUNI (LYO)

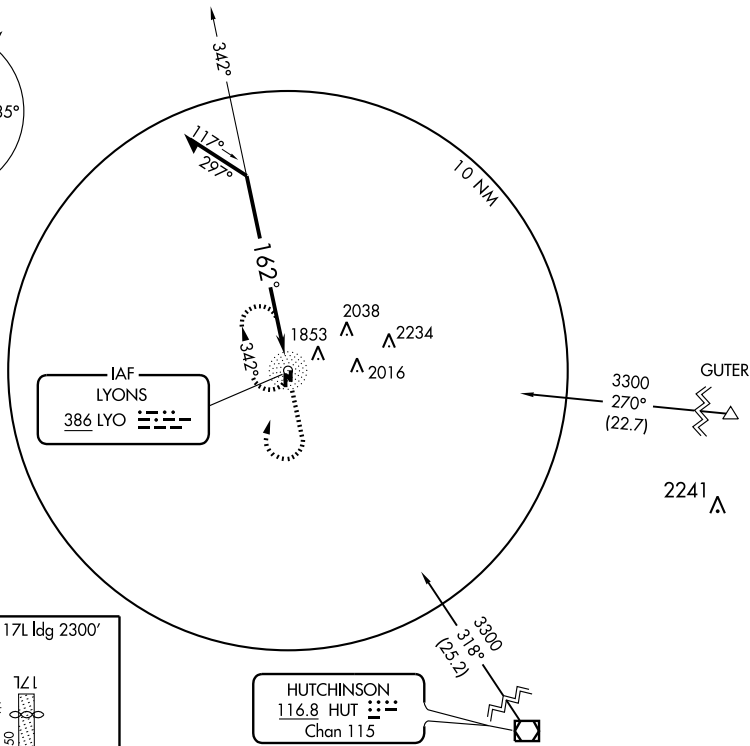
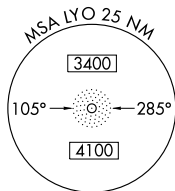
Use Hutchinson altimeter setting.

**A** NA

**MISSED APPROACH:** Climb to 3300 then right turn direct LYO NDB and hold.

KANSAS CITY CENTER  
118.8 337.4

UNICOM  
122.8 (CTAF)



ELEV 1691	Rwy 17L Idg 2300'
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162° to 180°  
LYO NDB

TDZE  
1691

35L 0.4% UP → 2999 X 50

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LIRL Rwy 17R-35L

Knots	60	90	120	150	180
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Min:Sec	
---------	--

Remain  
within 10 NM

3300

NDB

3300

LYC

386

CATEGORY

A

B

C

D

S-171

2320-1 629 (700-1)

NA

### CIRCLING

2320-1 629 (700-1)

NA

LYONS, KANSAS

LYONS-RICE COUNTY MUNI (LYO)

Amdt 6 08101

38° 21' N-98° 14' W

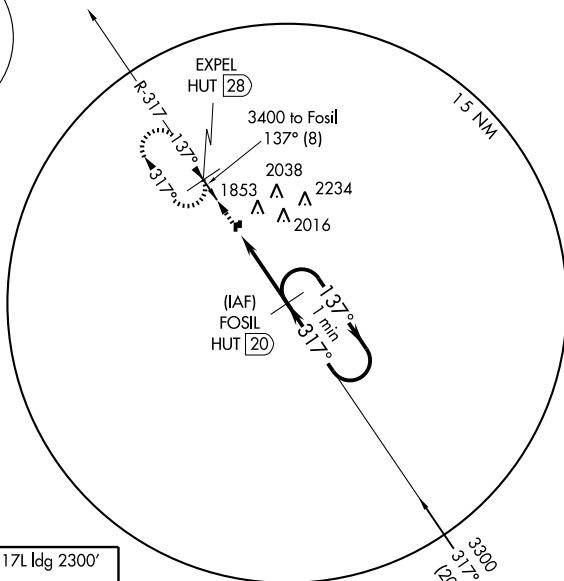
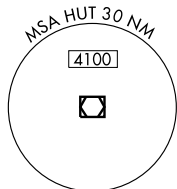
NDB RWY 17R

VOR/DME HUT <b>116.8</b> Chan <b>115</b>	APP CRS <b>317°</b>	Rwy Idg TDZE Apt Elev <b>1691</b>	<b>N/A</b> <b>N/A</b> <b>1691</b>
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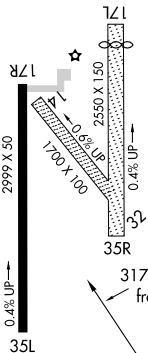
# VOR/DME-A

LYONS-RICE COUNTY MUNI (LYO)

Use Hutchinson altimeter setting. <b>NA</b>	MISSED APPROACH: Climb to 3400 via HUT R-317 to EXPEL 28 DME and hold.
KANSAS CITY CENTER <b>118.8 337.4</b>	UNICOM <b>122.8 (CTAF)</b>



ELEV 1691 Rwy 17L Idg 2300'



LRL Rwy 17R-35L

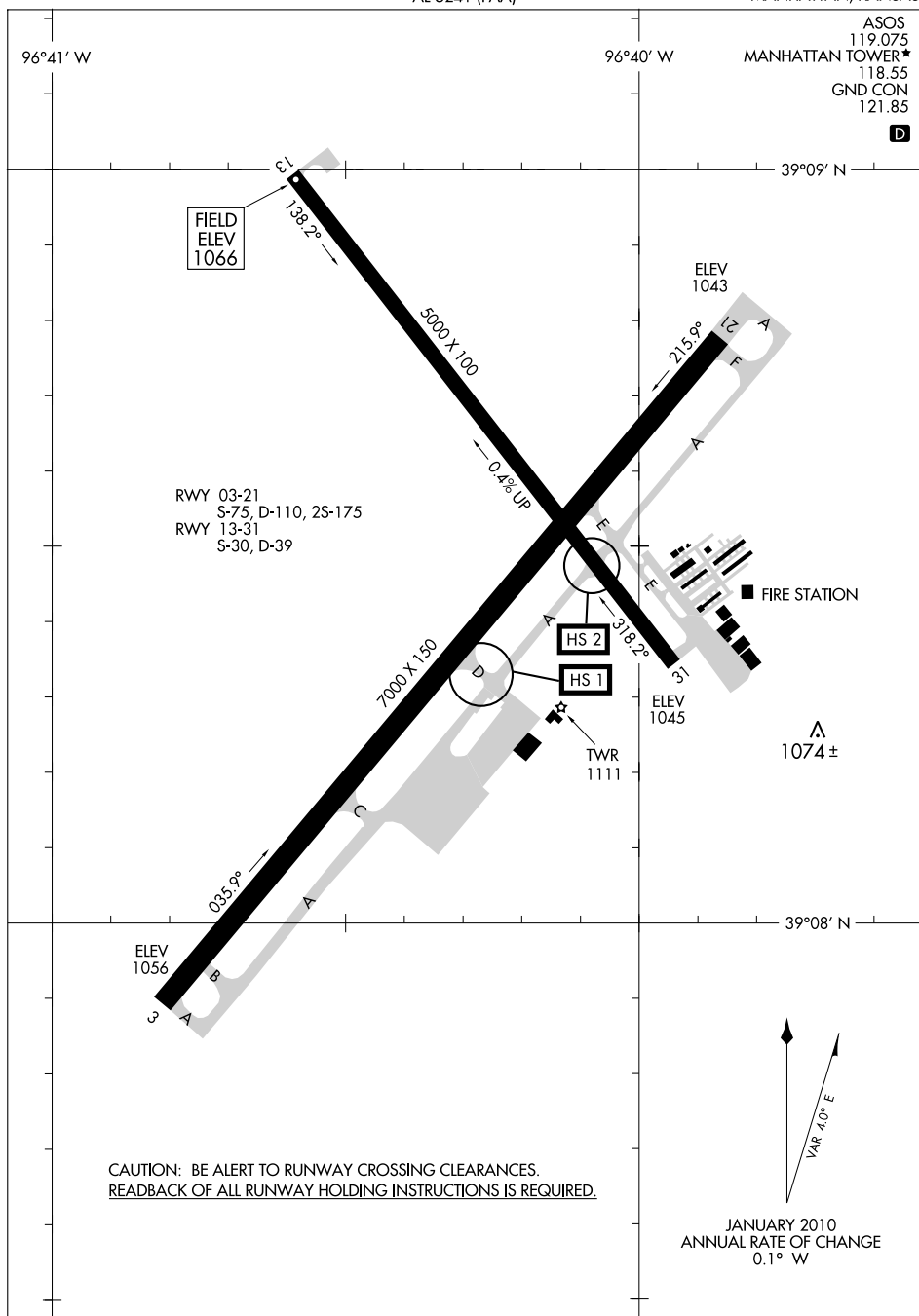
3400 ↑ HUT R-317		EXPEL INT HUT (28)		FOSIL HUT (20)		One Minute Holding Pattern	
		HUT (24.7)		317°		137° → ← 317° 3300	
		4.7 NM					
CATEGORY	A		B		C		D
CIRCLING	2340-1 649 (700-1)		2340-1¼ 649 (700-1¼)		NA		

# AIRPORT DIAGRAM

AL-5241 (FAA)

MANHATTAN RGNL (MHK)  
MANHATTAN, KANSAS

NC-2, 23 SEP 2010 to 21 OCT 2010



NC-2, 23 SEP 2010 to 21 OCT 2010

# AIRPORT DIAGRAM

10266

MANHATTAN, KANSAS  
MANHATTAN RGNL (MHK)

**MANHATTAN RGNL** (MHK) 4 SW UTC-6(-5DT) N39°08.47' W96°40.31'

1066 B S4 **FUEL** 100LL, JET A TPA—See Remarks ARFF Index—See Remarks

NOTAM FILE MHK

**RWY 03-21:** H7000X150 (CONC-GRVD) S-75, D-110, 2S-175  
HIRL

**RWY 03:** MALSR. VASI(V4L)—GA 3.0° TCH 50'. Trees. Rgt tfc.

**RWY 21:** REIL. VASI(V4L)—GA 3.0° TCH 35'. Trees.

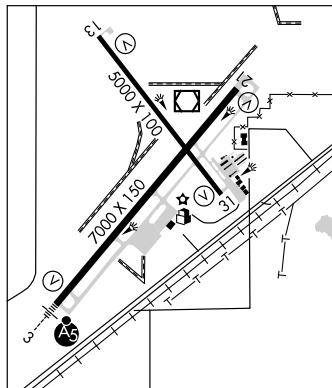
**RWY 13-31:** H5000X100 (ASPH-CONC) S-30, D-39

MIRL 0.4% up NW

**RWY 13:** VASI(V4L)—GA 3.5° TCH 40'. Tree.

**RWY 31:** REIL. VASI(V4L)—GA 3.0° TCH 42'. Tree. Rgt tfc.

**AIRPORT REMARKS:** Attended 1200-0400Z+. Coyotes and deer on and in/ov all rws. Migratory birds in/ov arpt Mar-May and Sep-Nov. Military airfield 7 miles SW resembles this arpt. Class I, ARFF Index B. 24 hr PPR for unscheduled air carrier ops with more than 30 passenger seats, call arpt manager 785-587-4565. After hrs air carrier ops are not authorized in excess of 15 minutes before or after scheduled arrival or departure time without prior coordination to confirm ARFF services are avbl prior to landing or takeoff. Contact MHK ARFF 785-587-4521. Rwy 13-31 CLOSED to acft over 33,000 pounds. Non-standard air traffic control minima applied IFR arrivals with respect to high performance acft ops conducted within confines of R-3602. Index C available upon request. TPA 1909(843) light acft, 2509(1443) turbine powered acft. ACTIVATE MALSR Rwy 03—CTAF. When twr clsd ACTIVATE HIRL Rwy 03-21 and MIRL Rwy 13-31, REIL Rwy 21 and Rwy 31—CTAF. VASI Rwy 03, Rwy 21, Rwy 13 and Rwy 31 opr continuous.



KANSAS CITY

H-5C, L-10I

IAP, AD

**WEATHER DATA SOURCES:** ASOS 119.075 (785) 537-1035. **HIWAS** 110.2 MHK. LAWRS (1300-0300Z+).

**COMMUNICATIONS:** CTAF 118.55

RCO 122.65 (WICHITA RADIO)

Ⓡ **MARSHALL AAF GCA APP/DEP CON** 121.25 (Mon 1300Z+—Sat 0530Z+ exc holidays)

Ⓡ **KANSAS CITY CENTER APP/DEP CON** 127.35 (Sat 0530Z+—Mon 1300Z+ exc holidays)

**TOWER** 118.55 (1300-0300Z+) **GND CON** 121.85

**AIRSPACE:** CLASS D svc 1300-0300Z+ other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MHK.

(T) **VORW/DME** 110.2 MHK Chan 39 N39°08.73' W96°40.12' at fld. 1044/4E. **HIWAS.**

DME portion unusable 230°-360° byd 10 NM below 3,500'

VOR portion unusable 260°-282° byd 10 NM below 3,500'

ILS 111.3 I-MHK Rwy 03 Class IE.

**COMM/NAV/WEATHER REMARKS:** Multicom 122.85 avbl.

**MANKATO** (TKO) 1 NW UTC-6(-5DT) N39°48.17' W98°13.27'

WICHITA

1859 NOTAM FILE ICT

L-10H

**RWY 17-35:** H3540X50 (ASPH) LIRL

**RWY 17:** Fence.

**RWY 09-27:** 2505X100 (TURF)

**RWY 09:** Trees. **RWY 27:** Road.

**AIRPORT REMARKS:** Attended Mar-Oct Mon-Fri 1300-2300Z+. Rwy 17-35 and twys beginning to crack and spall. At the intersection of Rwy 09-27 and Rwy 17-35 a slight change in elevation may cause a rough crossing. White painted tires delineate the 4' fence on the AER 17. Rwy 17 tires are overgrown with weeds.

**COMMUNICATIONS:** CTAF 122.9

RCO 122.1R 109.8T (WICHITA RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

(L) **VORTAC** 109.8 TKO Chan 35 N39°48.38' W98°15.60' 087° 1.8 NM to fld. 1880/10E.

VORTAC unusable 305°-315° byd 35 NM. VOR portion unusable 305°-030° byd 30 NM blo 4,500'.

## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DODGE CITY, KS		
DODGE CITY RGNL (DDC)	HS 1	Ramp is in close proximity to rwys.
GARDEN CITY, KS		
GARDEN CITY RGNL (GCK)	HS 1	Back taxi required for full length Rwy 12.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
	HS 3	Twy A leads to int or Rwy 30.
GRAND ISLAND, NE		
CENTRAL NEBRASKA RGNL (GRI)	HS 1	Twy B crosses Rwy 17.
	HS 2	Twy C crosses Rwy 17 at the ramp.
HUTCHINSON, KS		
HUTCHINSON MUNI (HUT)	HS 1	Complex twy/rwy crossings.
	HS 2	Close proximity rwy boundary markings.
LIBERAL, KS		
LIBERAL MID-AMERICA RGNL (LBL)	HS 1	Multiple rwys and twys intersect in small area.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
LINCOLN, NE		
LINCOLN (LNK)	HS 1	Complex int of rwys and twys.
	HS 2	Apch holding position on twy near run up area.
MANHATTAN, KS		
MANHATTAN RGNL (MHK)	HS 1	Terminal ramp at Twy D intersects with Rwy 03-21.
	HS 2	Twy A intersects with Rwy 13-31.
OLATHE, KS		
JOHNSON COUNTY EXECUTIVE (OJC)	HS 1	Twy crosses rwy.
	HS 2	Unusual holding position.
OLATHE, KS		
NEW CENTURY AIRCENTER (IXD)	HS 1	Complex twy/rwy int.
	HS 2	Military ramp near twy.
	HS 3	Complex twy/rwy ints in area of limited twr visibility.
OMAHA, NE		
EPPLEY AIRFIELD (OMA)	HS 1	Complex twy int.
	HS 2	Rwy safety area in close proximity to ramp.
	HS 3	Rwy safety area in close proximity to ramp.
SALINA, KS		
SALINA MUNI (SLN)	HS 1	Twy E int departures Rwy 17-35.
	HS 2	Twy B intersects Rwy 12-30 and Rwy 17-35. Close proximity rwy boundary hold markings.
TOPEKA, KS		
FORBES FIELD (FOE)	HS 1	Twy A turns southwest to access the apch end of Rwy 03.
	HS 2	Twy A turns south to apch end Rwy 03. Not visible from twr.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

## HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
TOPEKA, KS		
PHILIP BILLARD MUNI (TOP)	HS 1	Ramp area and twy int in close proximity to rwys.
WICHITA, KS		
WICHITA MID-CONTINENT (ICT)	HS 1	Confusing ramp exit/entrance.
	HS 2	Twy/rwy crossing.
	HS 3	Confusing twy/rwy int.

\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-MHK <b><u>111.3</u></b>	APP CRS <b>036°</b>	Rwy Idg TDZE Apt Elev	<b>7000</b> <b>1056</b> <b>1066</b>
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## ILS or LOC/DME RWY 3

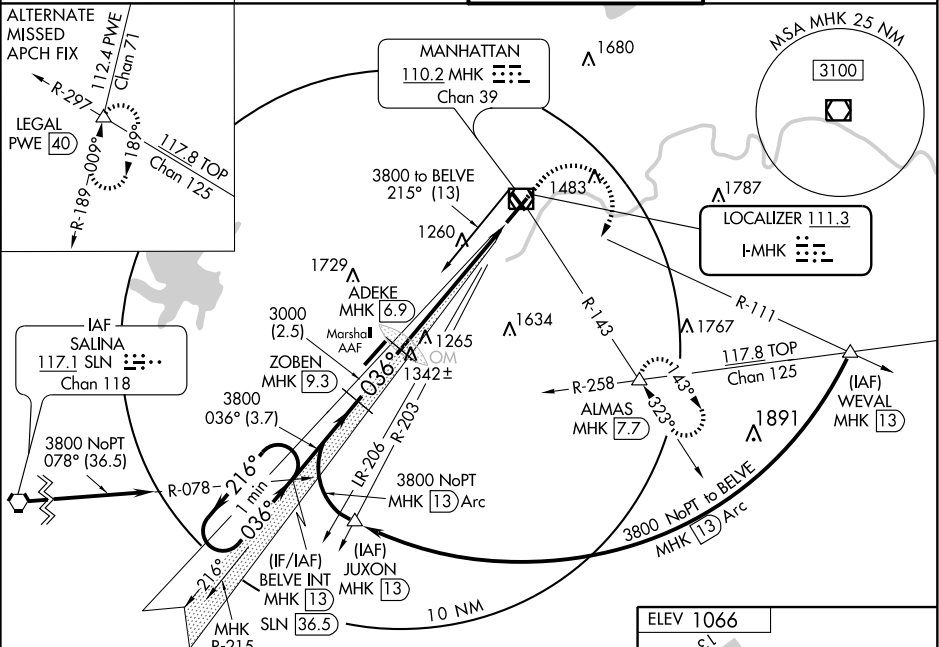
MANHATTAN RGNL (MHK)

- T** For inoperative MALSRS when using Marshall AAF altimeter setting, increase S-ILS 3 all Cats visibility to 1¼ mile. Circling NA west of Rwy 3-21. Visibility reduction by helicopters NA. When local altimeter setting not received, use Marshall AAF altimeter setting and increase all DA 16 feet and all MDA 20 feet. For inoperative MALSRS, increase S-LCC 3 Cats A/B visibility ¼ mile.

MALSR  
A5

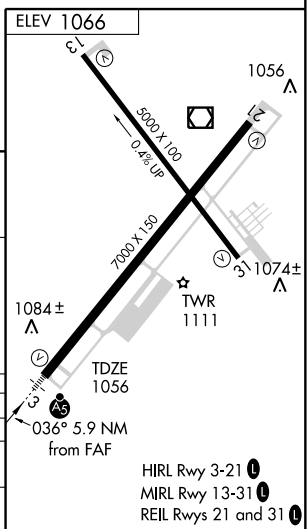
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via MHK VOR/DME R-143 to ALMAS INT/MHK 7.7 DME and hold.

ASOS <b>119.075</b>	MARSHALL GCA <b>121.25 254.35</b>	MANHATTAN TOWER ★ <b>118.55 (CTAF) 0</b>	GND CON <b>121.85</b>
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## DME REQUIRED

VGSI and ILS glidepath not coincident.				2000 ↑	3000 ↗	MHK R-143	ALMAS △
One Minute Holding Pattern BELVE INT MHK [13] ZOBEH MHK [9.3] ADEKE MHK [6.9]							
CATEGORY	A	B	C	D			
S-ILS 3	1256- <sup>3</sup> / <sub>4</sub> 200 (200- <sup>3</sup> / <sub>4</sub> )						
S-LOC 3	1520- <sup>3</sup> / <sub>4</sub> 464 (500- <sup>3</sup> / <sub>4</sub> ) 1520-1 464 (500-1)						
CIRCLING	1600-1 534 (600-1)	1700-1 634 (700-1)	1700-1 <sup>3</sup> / <sub>4</sub> 634 (700-1 <sup>3</sup> / <sub>4</sub> )	1760-2 <sup>1</sup> / <sub>4</sub> 694 (700-2 <sup>1</sup> / <sub>4</sub> )			





WAAS CH <b>73018</b> <b>W03A</b>	APP CRS <b>036°</b>	Rwy Idg TDZE Apt Elev	<b>7000</b> <b>1056</b> <b>1066</b>
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# RNAV (GPS) RWY 3

## MANHATTAN RGNL (MHK)

▼ For inoperative MALS, increase LNAV Cats A, B visibility to 1 mile. Circling NA west of Rwy 3-21. Baro-VNAV NA when using Marshall AAF altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). Inoperative table does not apply to LPV all Cats. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Marshall AAF altimeter setting and increase all DA 16 feet and all MDA 20 feet, increase LNAV Cat C visibility ¼ mile. VDP NA with Marshall AAF altimeter setting.



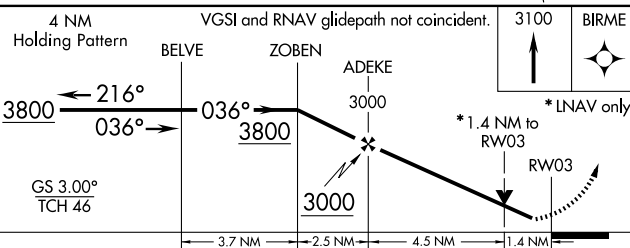
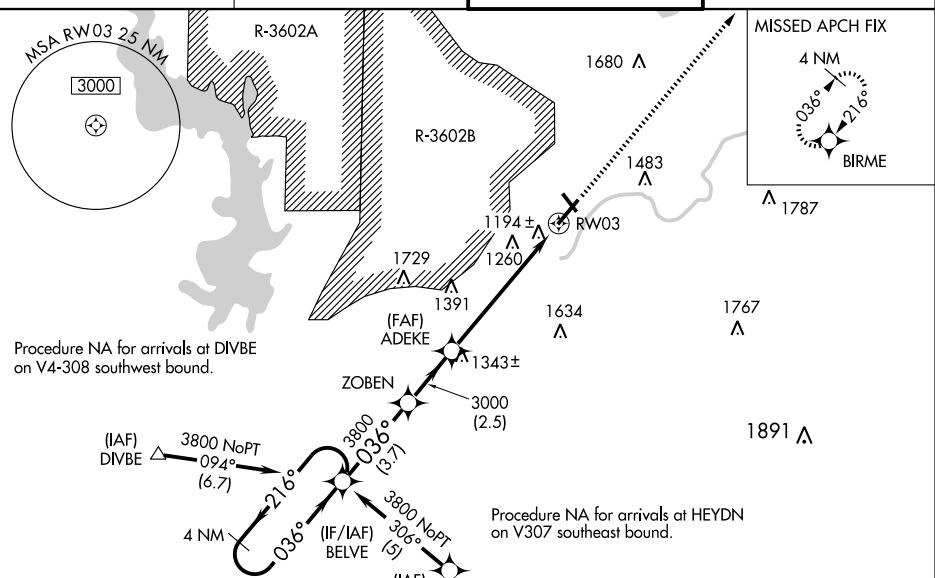
**MISSED APPROACH:**  
Climb to 3100 direct  
BIRME and hold.

ASOS  
**119.075**

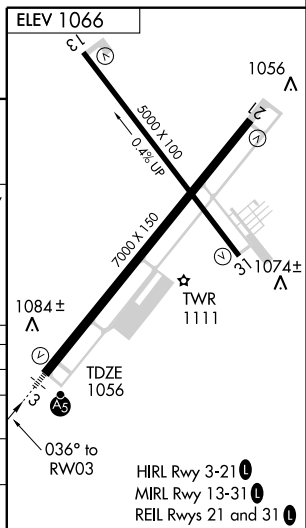
MARSHALL GCA  
**121.25 254.35**

MANHATTAN TOWER ★  
**118.55 (CTAF)**

GND CON  
**121.85**



CATEGORY	A	B	C	D
LPV DA		1256-3/4	200 (200-3/4)	
LNAV/VNAV DA		1695-13/4	639 (700-13/4)	
LNAV MDA		1540-3/4	484 (500-3/4)	1540-1 484 (500-1)
CIRCLING	1600-1 534 (600-1)	1700-1 634 (700-1)	1700-1 1/2 634 (700-1 1/2)	1760-2 1/4 694 (700-2 1/4)



WAAS CH <b>53319</b> <b>W21A</b>	APP CRS <b>216°</b>	Rwy ldg TDZE Apt Elev	<b>7000</b> <b>1048</b> <b>1066</b>
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# RNAV (GPS) RWY 21

MANHATTAN RGNL (MHK)

**▼** Circling NA west of Rwy 3-21. Baro-VNAV NA when using Marshall AAF altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Marshall AAF altimeter setting and increase all DA 16 feet and all MDA 20 feet, increase LNAV/VNAV visibility ¼ mile all Cats. VDP NA with Marshall AAF altimeter setting.

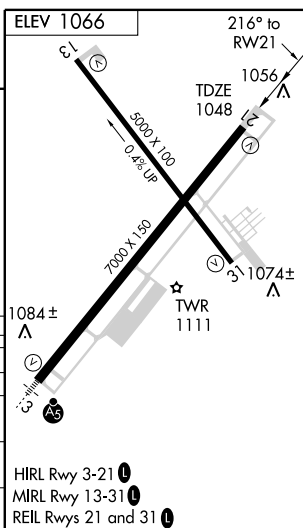
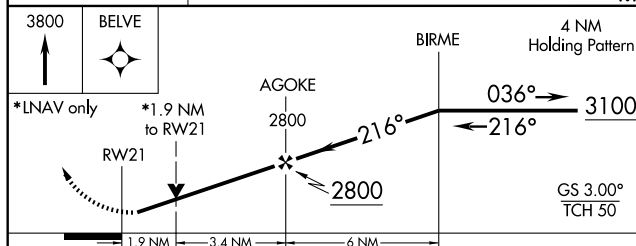
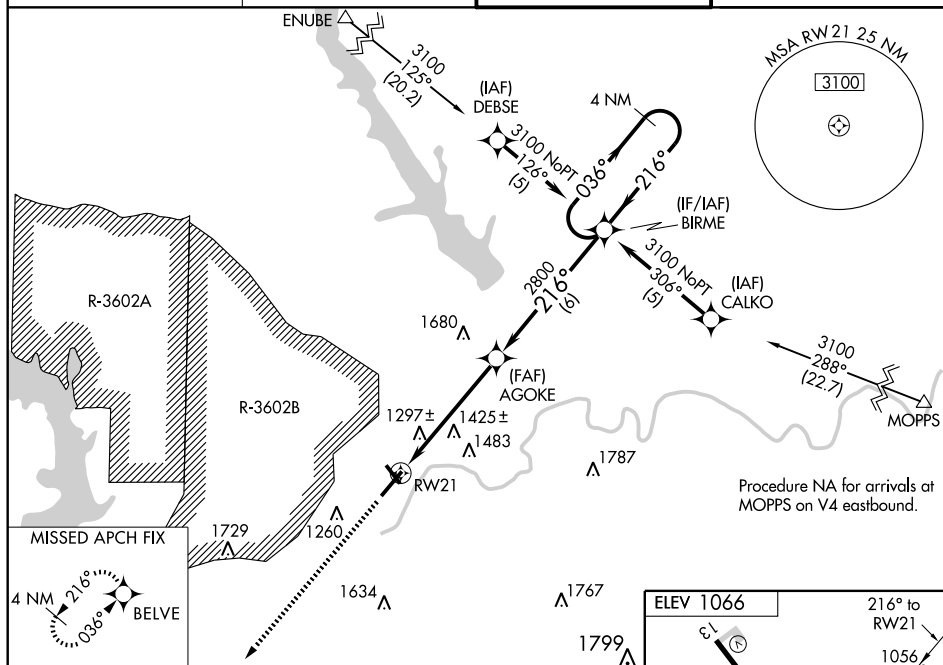
MISSED APPROACH: Climb to 3800 direct BELVE and hold.

ASOS  
**119.075**

MARSHALL GCA  
**121.25 254.35**

MANHATTAN TOWER ★  
**118.55 (CTAF) 0**

GND CON  
**121.85**



CATEGORY	A	B	C	D
LPV DA		1248-3/4	200 (200-3/4)	
LNAV/VNAV DA		1702-2 1/4	654 (700-2 1/4)	
LNAV MDA	1680-1	632 (700-1)	1680-1 1/4 632 (700-1 1/4)	1680-2 632 (700-2)
CIRCLING	1680-1 614 (700-1)	1700-1 634 (700-1)	1700-1 1/4 634 (700-1 1/4)	1760-2 1/4 694 (700-2 1/4)

HIRL Rwy 3-21 0  
MIRL Rwy 13-31 0  
REIL Rwy 21 and 31 0

VOR/DME MHK <b>110.2</b> Chan <b>39</b>	APP CRS <b>222°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1066</b>
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# VOR/DME-F

## MANHATTAN RGNL (MHK)

**⚠** Circling NA west of Rwy 3-21.  
**⚠** When local altimeter setting not received, use Marshall AAF altimeter setting and increase all MDA 20 feet.

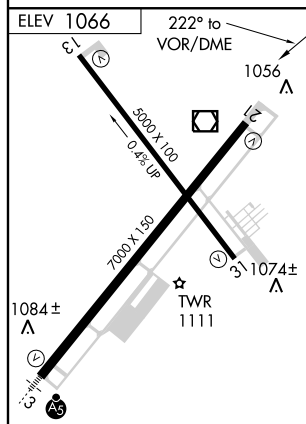
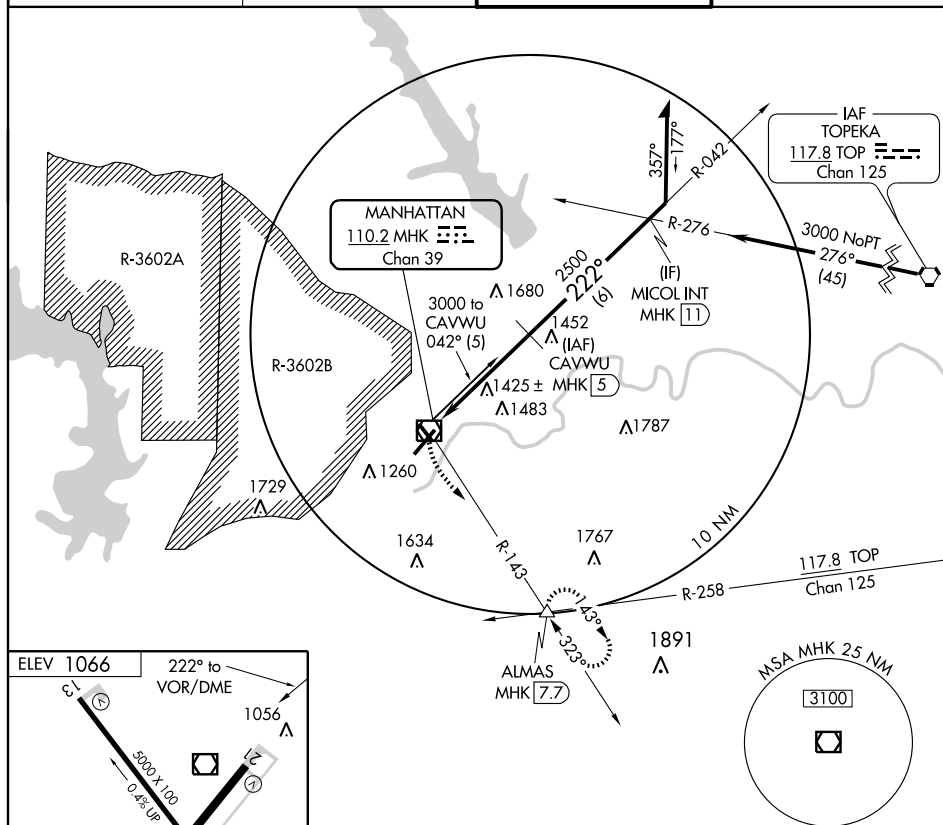
MISSED APPROACH: Climbing left turn to 3000 via MHK VOR/DME R-143 to ALMAS INT/MHK 7.7 DME and hold.

ASOS  
**119.075**

MARSHALL GCA  
**121.25 254.35**

MANHATTAN TOWER ★  
**118.55** (CTAF) **0**

GND CON  
**121.85**



3000	MHK R-143	ALMAS	CAVVU MHK <b>5</b>	Remain within 10 NM
<p>VOR/DME</p> <p>5 NM</p>				
CATEGORY	A	B	C	D
CIRCLING	1700-1	634 (700-1)	1700-1¾ 634 (700-1¾)	1760-2¼ 694 (700-2¼)

VOR/DME MHK <b>110.2</b> Chan <b>39</b>	APP CRS <b>031°</b>	Rwy Idg <b>7000</b> TDZE <b>1056</b> Apt Elev <b>1066</b>
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VOR RWY 3  
MANHATTAN RGNL (MHK)

**T** Visibility reduction by helicopters NA. Circling NA west of Rwy 3-21.  
**A** When local altimeter setting not received, use Marshall AAF altimeter setting and increase all MDA 20 feet. VDP NA with Marshall AAF altimeter setting.

MALSR  
A5

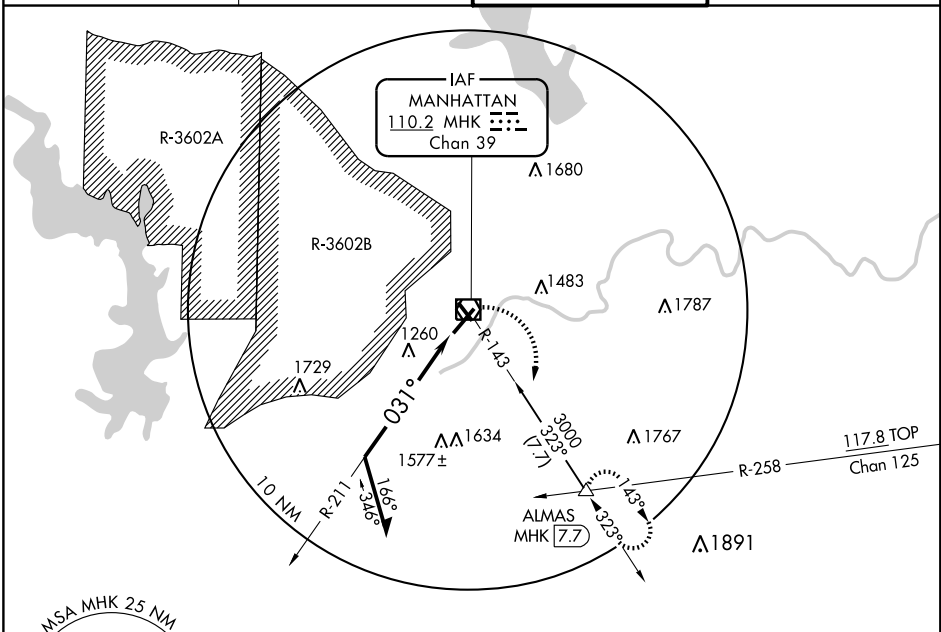
**MISSED APPROACH:** Climbing right turn to 3000 via MHK VOR/DME R-143 to ALMAS INT/MHK 7.7 DME and hold

ASOS  
119.075

MARSHALL GCA  
121.25 254.35

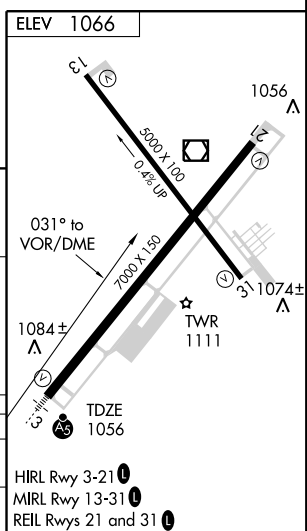
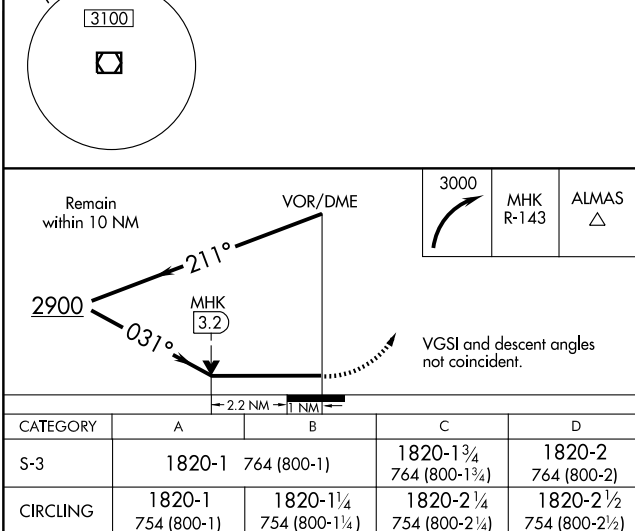
MANHATTAN TOWER ★  
118.55 (CTAF) **L**

GND CON  
121.85



**NC-2, 23 SEP 2010 to 21 OCT 2010**

NC-2. 23 SEP 2010 to 21 OCT 2010



MANHATTAN, KANSAS  
Amdt 18 23SEP10

39°08'N - 96°40'W

MANHATTAN RGNL (MHK)  
VOR RWY 3

**MARYSVILLE MUNI** (MYZ) 1 NE UTC-6(-5DT) N39°51.32' W96°37.84'

**KANSAS CITY**

1283 B NOTAM FILE ICT

**L-101**

**RWY 15-33:** H4200X60 (ASPH) MIRL

**IAP**

**RWY 15:** Tree. **RWY 33:** Trees.

**AIRPORT REMARKS:** Unattended. TV twr +499'. 9 miles N of arpt approximately ¼ mile left of AER 15. ACTIVATE MIRL Rwy 15-33—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**PAWNEE CITY RCO** 122.1R 112.4T (COLUMBUS RADIO)

**KANSAS CITY CENTER APP/DEP CON** 123.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.

**PAWNEE CITY (H) VORTAC** 112.4 PWE Chan 71 N40°12.02'

W96°12.38' 219° 28.5 NM to fld. 1360/5E. **HIWAS.**

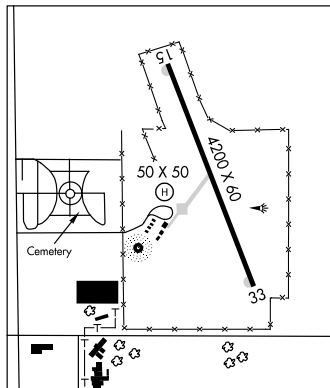
**NDB (MHW)** 341 MYZ N39°51.17' W96°38.00' at fld.

NOTAM FILE ICT.

**HELIPAD H1:** H50X50 (CONC)

**H1:** Pole.

**HELIPORT REMARKS:** 50' pole 270' SW of helipad.



NDB MYZ  
341

APP CRS  
320°

Rwy Idg	<b>4200</b>
TDZE	<b>1283</b>
Apt Elev	<b>1283</b>

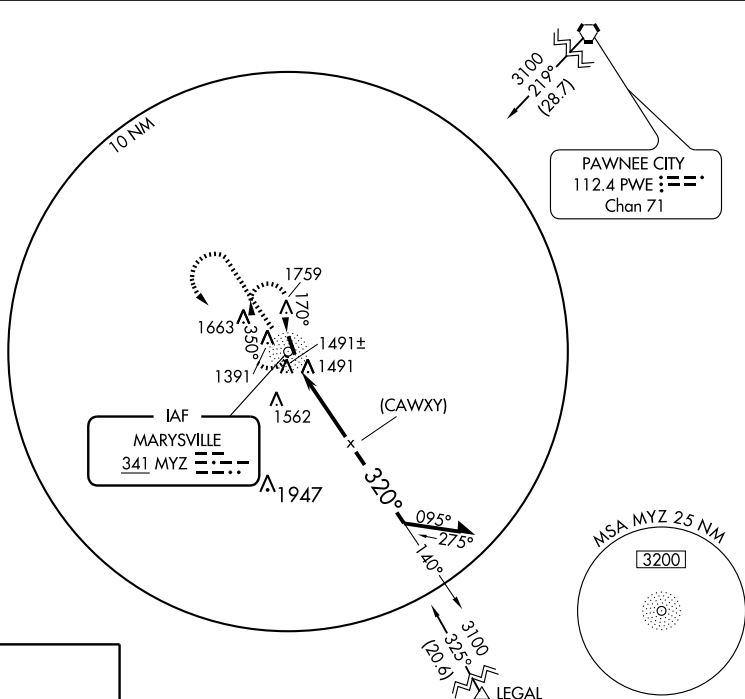
NDB or GPS RWY 33

MARYSVILLE MUNI (MYZ)

**T** Use Beatrice, NE altimeter setting; when not received, use Concordia/Blosser Muni altimeter setting; when neither altimeter setting received, procedure not authorized.

**MISSED APPROACH:** Climb to 3100 then left turn direct MYZ NDB and hold.

KANSAS CITY CENTER  
123.8 343.7

UNICOM  
122.8 (CTAF) **L**

ELEV 1283

15  
A200 X 60

TDZE  
1283

← 320° to  
MYZ NDB

MIRL Rwy 15-33 **L**

Amdt 4 10154

3100

---

MYZ

ND

Remain  
within 10 NM

(CAWXY)

 $\text{XY})$ 

3100

100

320°

.....

\_\_\_\_\_

---

B

C	
---	--

060-

0-2¼	
------	--

7 (80C)

00-2 1/4)	
00-2 1/4)	

900-1

0-2 1/4  
20-2 3/4 )

ALTIM

## MINIMUMS

140-

0-2½

$$\frac{7}{200}$$

00-2 1/2)	
00-2	

7 (110)

1100-3)

39°51'N - 96°38'W

MARYSVILLE MUNI (MYZ)  
NDB or GPS RWY 33

NC-2. 23 SEP 2010 to 21 OCT 2010

**McPHERSON** (MPR) 1 SW UTC-6(-5DT) N38°21.15' W97°41.48'

1498 B S4 FUEL 100LL, JET A, MOGAS NOTAM FILE ICT

RWY 18-36: H5502X100 (CONC) S-30 MIRL

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Rgt tfc.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

RWY 08-26: 2511X75 (TURF)

RWY 08: P-line.

RWY 26: P-line. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†, Sat

1400-1800Z†. 100LL is avbl by use of credit card. Rwy 08-26 thlds and edges marked by yellow cones. Rwy 18-36 and portions of twys and tie down areas are a combination of concrete and asph. MIRL Rwy 18-36 preset on med ints, to change ints ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.025 (620) 241-2498.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.15 (WICHITA RADIO)

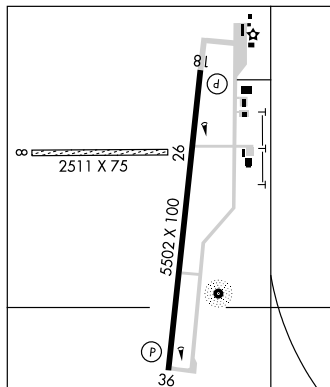
® WICHITA APP/DEP CON 125.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HUT.

HUTCHINSON (L) VORW/DME 116.8 HUT Chan 115 N37°59.82' W97°56.05' 019° 24.2 NM to fld. 1531/9E.

NDB (MHW) 227 MPR N38°20.91' W97°41.24' at fld.

NOTAM FILE ICT.



WICHITA

H-5C, L-101

IAP

**MEADE MUNI** (MEJ) 1W UTC-6(-5DT) N37°16.61' W100°21.39'

2529 B NOTAM FILE MEJ

RWY 17-35: H4800X75 (CONC) MIRL 0.3% up N

RWY 17: PAPI(P2L). Road. RWY 35: PAPI(P2L). Road.

RWY 08-26: 2553X80 (TURF) 0.7% up W

RWY 08: Road.

RWY 26: Post.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†. Rwy 08-26 rough, uneven and marked. ACTIVATE MIRL Rwy 17-35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.425 (620) 873-8447.

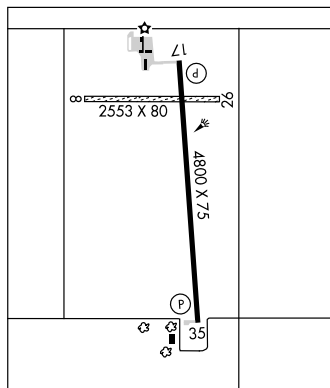
**COMMUNICATIONS:** CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 134.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LBL.

LIBERAL (H) VORTACW 112.3 LBL Chan 70 N37°02.66'

W100°58.27' 054° 32.6 NM to fld. 2891/11E. HIWAS.



WICHITA

L-15C

IAP

**MEDICINE LODGE** (K51) 3 SE UTC-6(-5DT) N37°15.75' W98°32.77'

1543 NOTAM FILE ICT

RWY 16-34: H3200X42 (ASPH) LIRL

RWY 16: Hill.

RWY 01-19: 2270X90 (TURF)

RWY 01: Trees.

RWY 19: Tree.

RWY 13-31: 1690X80 (TURF)

RWY 13: Trees.

RWY 31: Fence.

**AIRPORT REMARKS:** Unattended. For svc and arpt information call Sheriff, 620-886-5678. Ultralights on and invof arpt. Rwy 16-34 markings NSTD; narrow centerline and no numbers.

**WEATHER DATA SOURCES:** AWOS-3 119.625 (620) 886-3290.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

ANTHONY (L) VORTAC 112.9 ANY Chan 76 N37°09.54' W98°10.24' 282° 19.0 NM to fld. 1390/7E.

WICHITA

L-15D

**MIAMI CO** (See PAOLA)

NDB MPR <b>227</b>	APP CRS <b>173°</b>	Rwy Idg TDZE Apt Elev	<b>5502</b> <b>1494</b> <b>1497</b>
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# NDB RWY 18

MC PHERSON (MPR)



NA

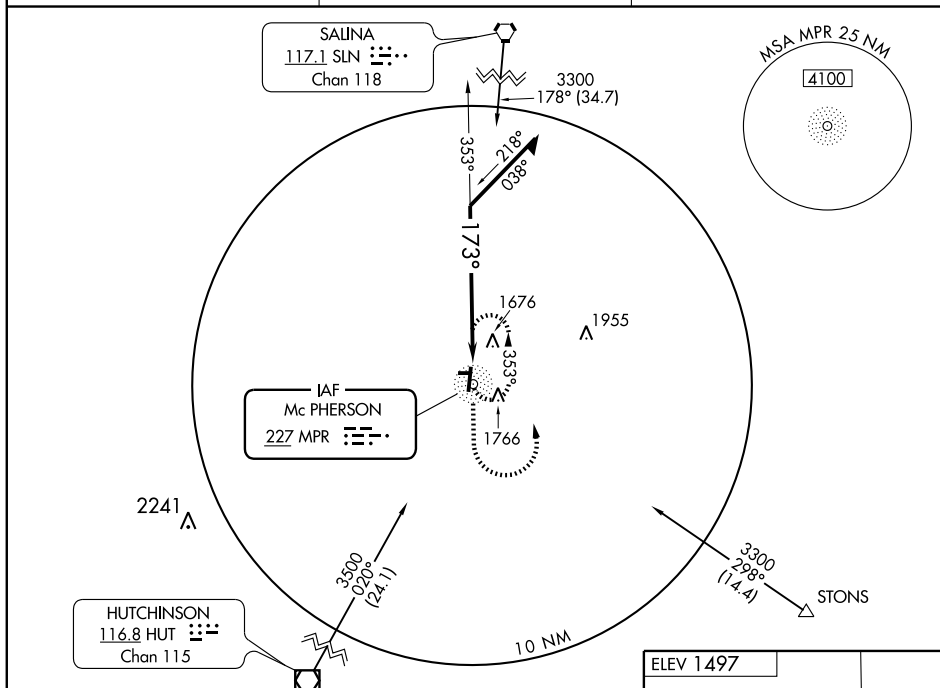
Obtain local altimeter setting on CTAF; when not received, use Salina altimeter setting.

MISSED APPROACH: Climb to 3300 then left turn direct MPR NDB and hold.

AWOS-3  
**119.025**

WICHITA APP CON  
**125.5 306.2**

UNICOM  
**122.8 (CTAF) 0**



Remain within 10 NM

NDB

3300

353°

173°

3300

MPR

227

173°

to NDB

TDZE

1494

1550

☆

2511 X 75

26

5502 X 100

1603

△

P

36

MIRL Rwy 18-36

REIL Rwy 18 and 36

CATEGORY	A	B	C	D
S-18	2180-1	686 (700-1)	2180-2 686 (700-2)	NA
CIRCLING	2180-1	683 (700-1)	2180-2 683 (700-2)	NA

## SALINA ALTIMETER SETTING MINIMUMS

S-18	2280-1 786 (800-1)	2280-1¼ 786 (800-1¼)	2280-2¼ 786 (800-2¼)	NA
CIRCLING	2280-1 783 (800-1)	2280-1¼ 783 (800-1¼)	2280-2¼ 783 (800-2¼)	NA



WAAS CH <b>99505</b> <b>W18A</b>	APP CRS <b>180°</b>	Rwy Idg <b>5502</b> TDZE <b>1497</b> Apt Elev <b>1498</b>
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## RNAV (GPS) RWY 18

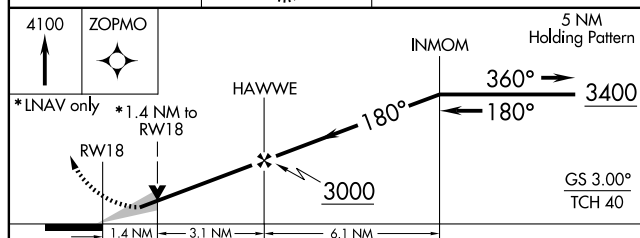
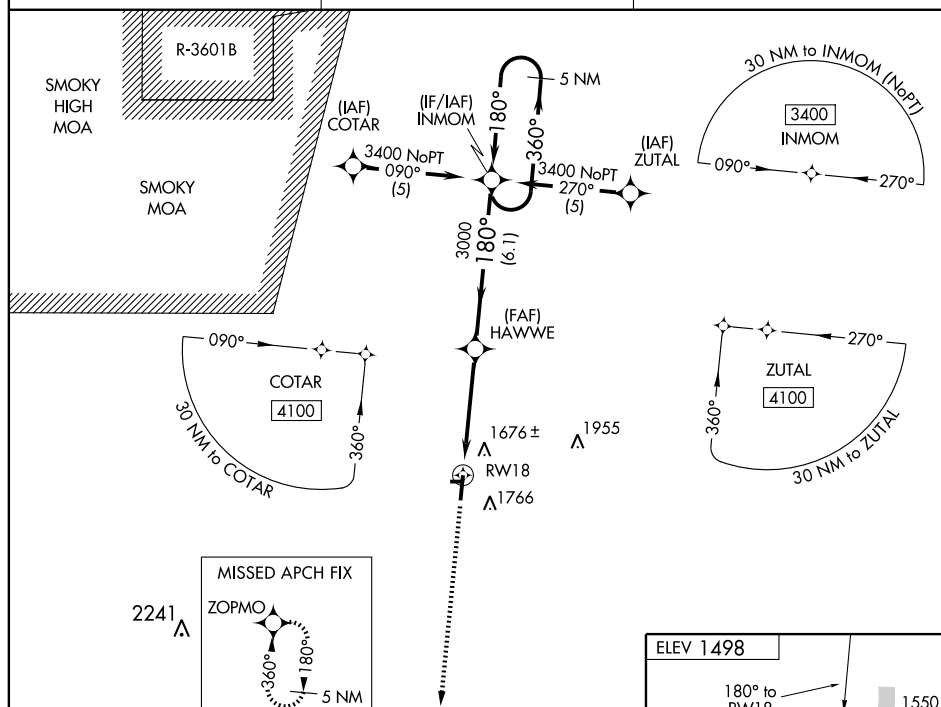
MC PHERSON (MPR)

- T** If local altimeter setting not received, use Salina Muni altimeter setting and increase all DAs 91 feet and all MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Salina Muni altimeter setting. DME/DME RNP-0.3 NA.

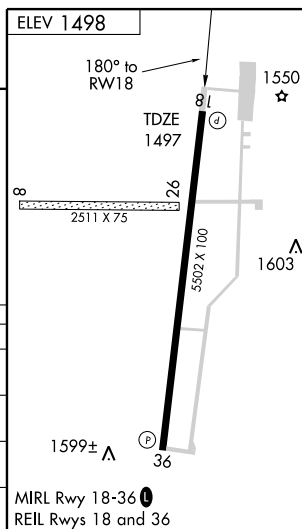
**MISSED APPROACH:** Climb to 4100  
direct ZOPMO and hold.

AWOS-3  
119.025

WICHITA APP CON  
125.5 306.2

UNICOM  
122.8 (CTAF) 

CATEGORY	A	B	C	D
LPV DA	1826-1¼	329 (400-1¼)		NA
LNAV/ VNAV DA	2029-2	532 (600-2)		NA
LNAV MDA	1980-1	483 (500-1)	1980-1¼ 483 (500-1¼)	NA
CIRCLING	2080-1	582 (600-1)	2080-1½ 582 (600-1½)	NA



WAAS CH <b>61205</b> <b>W36A</b>	APP CRS <b>360°</b>	Rwy Idg TDZE Apt Elev	<b>5502</b> <b>1497</b> <b>1498</b>
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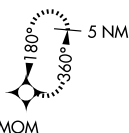
## RNAV (GPS) RWY 36

MC PHERSON (MPR)

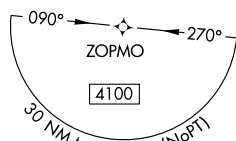
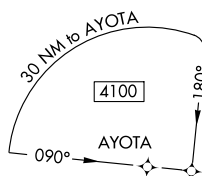
- ▼ If local altimeter setting not received, use Salina Muni altimeter setting and increase all DAs 91 feet and all MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Salina Muni altimeter setting. DME/DME RNP-0.3 NA.
- ▲ MISSED APPROACH: Climb to 3400 direct INMOM and hold.

AWOS-3  
**119.025**WICHITA APP CON  
**125.5 306.2**UNICOM  
**122.8 (CTAF) 0**

MISSED APCH FIX



BISON MOA

SMOKY HIGH  
MOA and  
SMOKY  
MOA

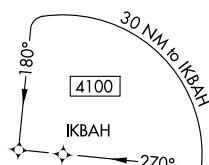
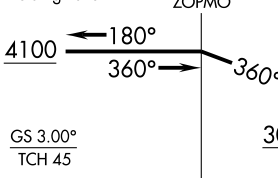
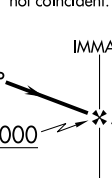
RW36

1676  
1736 ±  
1747 ±  
1766

(FAF)  
IMMAK

3000  
360°  
(7.5)

3048

(IAF)  
AYOTA4100 NoPT  
090°  
(5)(IF/IAF)  
ZOPMO4100 NoPT  
270°  
(5)(IAF)  
IKBAH5 NM  
Holding PatternVGSI and RNAV glidepath  
not coincident.

3400

INMOM

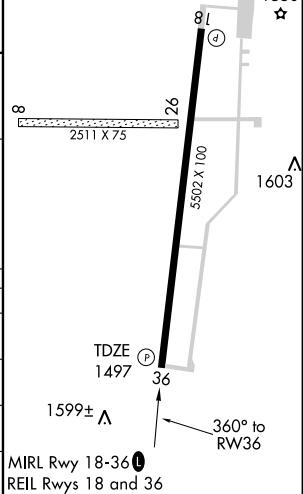
\* 1.5 NM to  
RW36

\* LNAV only

RW36

CATEGORY	A	B	C	D
LPV DA	1747-3/4	250 (300-3/4)		NA
LNAV/ VNAV DA	1973-1 3/4	476 (500-1 3/4)		NA
LNAV MDA	2020-1	523 (600-1)	2020-1 1/2 523 (600-1 1/2)	NA
CIRCLING	2080-1	582 (600-1)	2080-1 1/2 582 (600-1 1/2)	NA

ELEV 1498



MIRL Rwy 18-36  
REIL Rwy 18 and 36

VOR/DME HUT <b>116.8</b> Chan <b>115</b>	APP CRS <b>020°</b>	Rwy Idg <b>5500</b> TDZE <b>1497</b> Apt Elev <b>1497</b>
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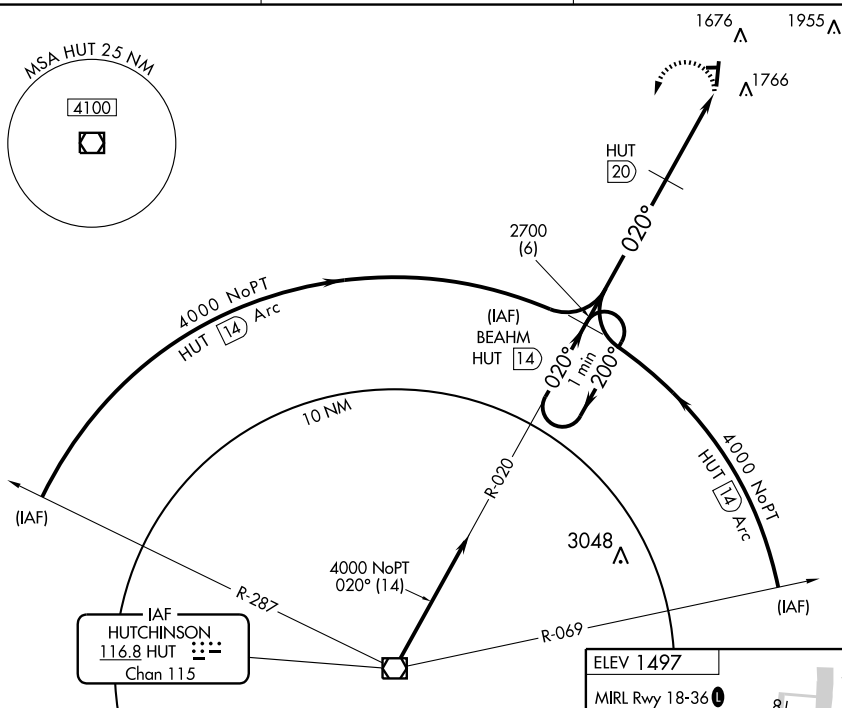
VOR/DME RWY 36  
MC PHERSON (MPR)

<b>T</b>	Obtain local altimeter setting on CTAF; when not
<b>A NA</b>	received, use Salina altimeter setting.

**MISSED APPROACH:** Climbing left turn to 4000 via HUT R-020 to BEAHM HUT 14 DME and hold.

AWOS-3  
119.025

WICHITA APP CON  
125.5 306.2

UNICOM  
122.8 (CTAF) 

### One Minute Holding Pattern

BEAHM  
UNIT 10

HUT

4000

HUT 14

$$\frac{4000}{020^\circ} \leftarrow 200^\circ$$

020°

20  
i

HUT  
23 8

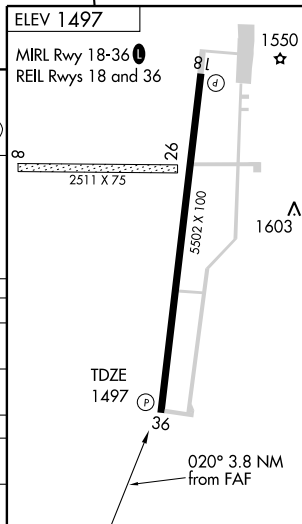
← 6 NM

← 3.8 NM →

CATEGORY	A	B	C	D
S-36	2020-1 523 (600-1)	2020-1¼ 523 (600-1¼)	2020-1½ 523 (600-1½)	NA
CIRCLING	2120-1 623 (700-1)	2120-1¼ 623 (700-1¼)	2120-1¾ 623 (700-1¾)	NA

## SALINA ALTIMETER SETTING MINIMUMS

S-36	2120-1 623 (700-1)	2120-1¼ 623 (700-1¼)	2120-1¾ 623 (700-1¾)	NA
CIRCLING	2220-1 723 (800-1)	2220-1¼ 723 (800-1¼)	2220-2 723 (800-2)	NA



MC PHERSON, KANSAS

Amdt 6 09183

38°21'N-97°41'W

MC PHERSON (MPR)

VOR/DME RWY 36

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

**McPHERSON** (MPR) 1 SW UTC-6(-5DT) N38°21.15' W97°41.48'

1498 B S4 FUEL 100LL, JET A, MOGAS NOTAM FILE ICT

RWY 18-36: H5502X100 (CONC) S-30 MIRL

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Rgt tfc.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

RWY 08-26: 2511X75 (TURF)

RWY 08: P-line.

RWY 26: P-line. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†, Sat

1400-1800Z†. 100LL is avbl by use of credit card. Rwy 08-26 thlds and edges marked by yellow cones. Rwy 18-36 and portions of twys and tie down areas are a combination of concrete and asph. MIRL Rwy 18-36 preset on med ints, to change ints ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.025 (620) 241-2498.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.15 (WICHITA RADIO)

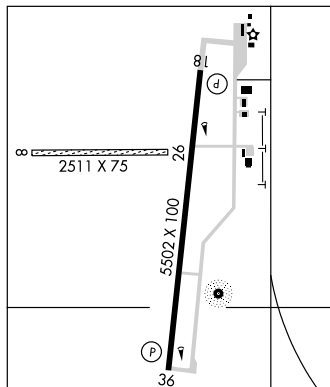
® WICHITA APP/DEP CON 125.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HUT.

HUTCHINSON (L) VORW/DME 116.8 HUT Chan 115 N37°59.82' W97°56.05' 019° 24.2 NM to fld. 1531/9E.

NDB (MHW) 227 MPR N38°20.91' W97°41.24' at fld.

NOTAM FILE ICT.



WICHITA

H-5C, L-101

IAP

**MEADE MUNI** (MEJ) 1W UTC-6(-5DT) N37°16.61' W100°21.39'

2529 B NOTAM FILE MEJ

RWY 17-35: H4800X75 (CONC) MIRL 0.3% up N

RWY 17: PAPI(P2L). Road. RWY 35: PAPI(P2L). Road.

RWY 08-26: 2553X80 (TURF) 0.7% up W

RWY 08: Road.

RWY 26: Post.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†. Rwy 08-26 rough, uneven and marked. ACTIVATE MIRL Rwy 17-35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.425 (620) 873-8447.

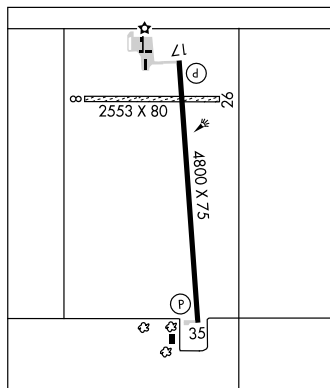
**COMMUNICATIONS:** CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 134.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LBL.

LIBERAL (H) VORTACW 112.3 LBL Chan 70 N37°02.66'

W100°58.27' 054° 32.6 NM to fld. 2891/11E. HIWAS.



WICHITA

L-15C

IAP

**MEDICINE LODGE** (K51) 3 SE UTC-6(-5DT) N37°15.75' W98°32.77'

1543 NOTAM FILE ICT

RWY 16-34: H3200X42 (ASPH) LIRL

RWY 16: Hill.

RWY 01-19: 2270X90 (TURF)

RWY 01: Trees.

RWY 19: Tree.

RWY 13-31: 1690X80 (TURF)

RWY 13: Trees.

RWY 31: Fence.

**AIRPORT REMARKS:** Unattended. For svc and arpt information call Sheriff, 620-886-5678. Ultralights on and invof arpt. Rwy 16-34 markings NSTD; narrow centerline and no numbers.

**WEATHER DATA SOURCES:** AWOS-3 119.625 (620) 886-3290.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

ANTHONY (L) VORTAC 112.9 ANY Chan 76 N37°09.54' W98°10.24' 282° 19.0 NM to fld. 1390/7E.

WICHITA

L-15D

MIAMI CO (See PAOLA)

APP CRS	Rwy ldg	<b>4800</b>
<b>168°</b>	TDZE	<b>2517</b>
	Apt Elev	<b>2529</b>

# GPS RWY 17

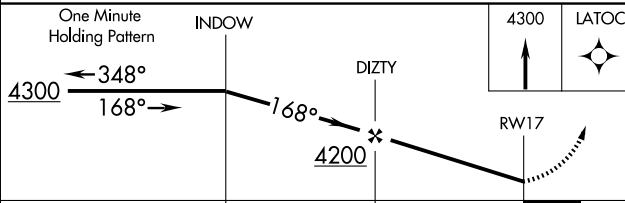
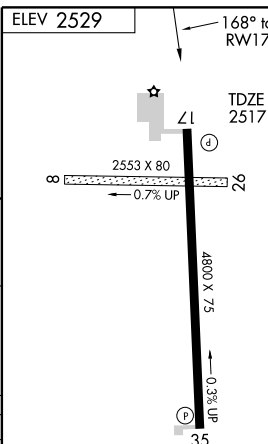
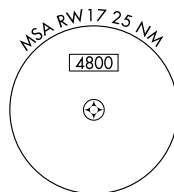
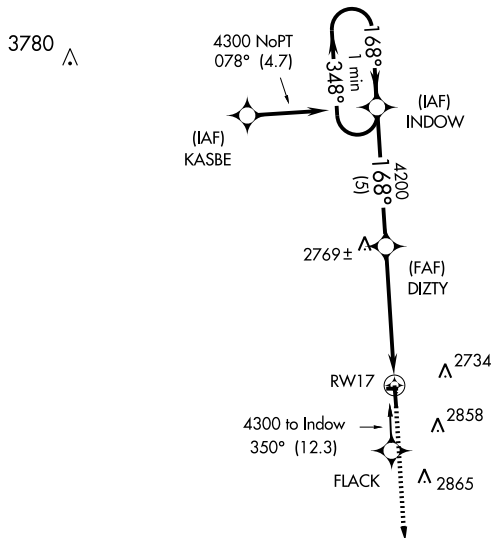
MEADE MUNI (MEJ)

<b>▲ NA</b> Use Liberal altimeter setting.	MISSED APPROACH: Climb to 4300 direct LATOC WP and hold.
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AWOS-3  
**119.425**

KANSAS CITY CENTER  
**134.0 290.8**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
S-17	3140-1 623 (700-1)		NA	NA
CIRCLING	3160-1 631 (700-1)	3180-1 651 (700-1)	NA	NA

MIRL Rwy 17-35 0

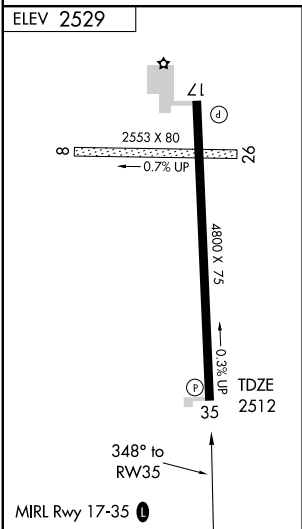
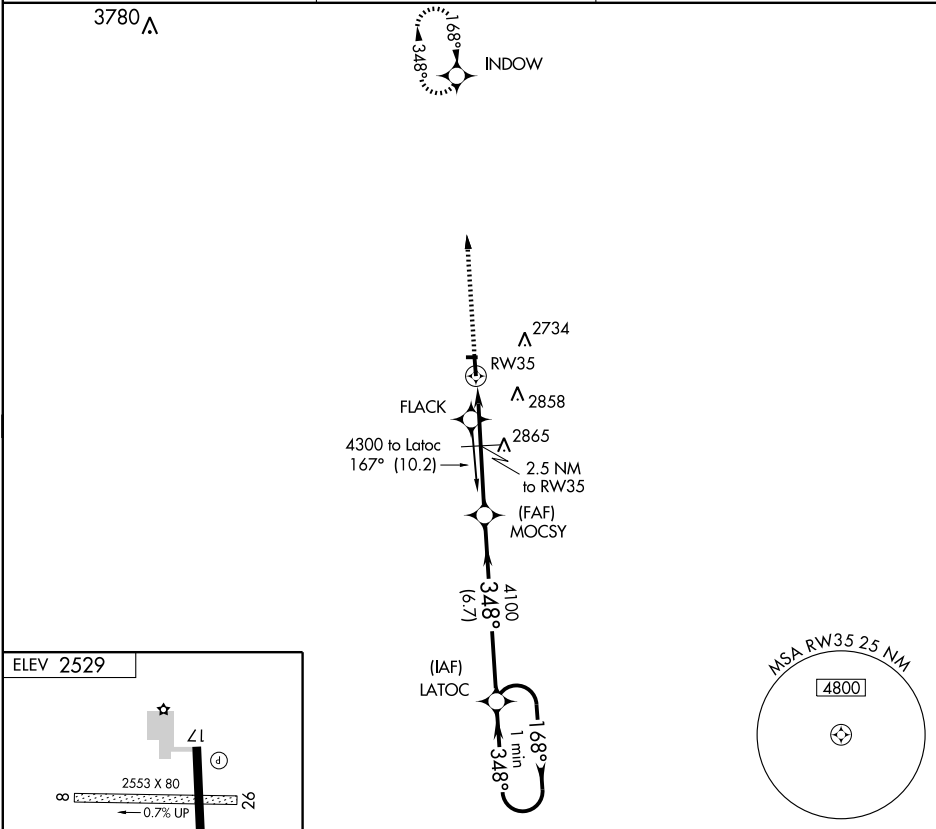
APP CRS	Rwy Idg	<b>4800</b>
<b>348°</b>	TDZE	<b>2512</b>
	Apt Elev	<b>2529</b>

# GPS RWY 35

MEADE MUNI (MEJ)

<p><b>▲ NA</b></p> <p>Use Liberal altimeter setting.</p>	<p>MISSED APPROACH: Climb to 4300 direct INDOV WP and hold.</p>
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<p>AWOS-3</p> <p><b>119.425</b></p>	<p>KANSAS CITY CENTER</p> <p><b>134.0 290.8</b></p>	<p>UNICOM</p> <p><b>122.8 (CTAF) 0</b></p>
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	4300	INDOV		LATOC	One Minute Holding Pattern
			2.5 NM to RW35	MOCSY	168° → 4300
					← 348°
			2.5 NM	2.5 NM	6.7 NM
CATEGORY	A	B	C	D	
S-35	3020-1	508 (500-1)	NA	NA	
CIRCLING	3160-1 631 (700-1)	3180-1 651 (700-1)	NA	NA	

**MOUNDRIDGE MUNI** (47K) 1 E UTC-6(-5DT) N38°12.55' W97°30.16'

WICHITA

1489 B FUEL 100LL, MOGAS NOTAM FILE ICT

L-101, 15D

RWY 17-35: H3405X50 (ASPH) LIRL

IAP

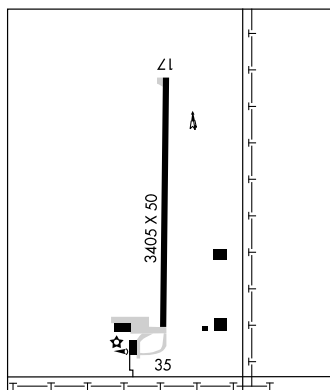
RWY 17: Road. RWY 35: Road.

**AIRPORT REMARKS:** Mon-Fri 1400-2300Z $\pm$ . Self svc fuel avbl by credit card. Twy and tiedown areas soft.

**COMMUNICATIONS:** CTAF 122.9Ⓡ **WICHITA APP/DEP CON** 125.5.**RADIO AIDS TO NAVIGATION:** NOTAM FILE HUT.

HUTCHINSON (L) VORW/DME 116.8 HUT Chan 115 N37°59.82'

W97°56.05' 049° 24.1 NM to fld. 1531/9E.

**NEODESHA MUNI** (2K7) 2 NE UTC-6(-5DT) N37°26.12' W95°38.77'

KANSAS CITY

841 B FUEL 100LL, MOGAS NOTAM FILE ICT

L-15E

RWY 02-20: H2998X46 (ASPH) S-11 LIRL (NSTD) 0.6% up N

IAP

RWY 02: REIL. Trees. RWY 20: REIL. Fence.

RWY 15-33: 2050X45 (TURF) 0.7% up N

RWY 15: Fence. RWY 33: Tree.

**AIRPORT REMARKS:** Unattended. Ultralight activity on and invof arpt.

Wildlife on and invof arpt. Rwy 02-20 rwy wavy. Rwy 15-33 white barrel markers on both ends. Rwy 02-20 NSTD LIRL, all clear lenses.

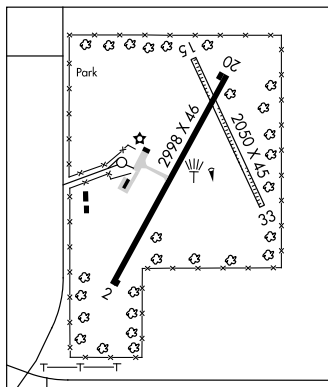
**COMMUNICATIONS:** CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 132.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CNU.

CHANUTE (L) VORW/DME 109.2 CNU Chan 29 N37°37.57'

W95°35.61' 187° 11.7 NM to fld. 1080/5E.

**NESS CITY MUNI** (48K) 1 N UTC-6(-5DT) N38°28.27' W99°54.48'

WICHITA

2308 B NOTAM FILE ICT

L-10H

RWY 17-35: H3156X48 (ASPH) LIRL

RWY 17: P-line. RWY 35: Bldg.

**AIRPORT REMARKS:** Unattended. Rwy edges and twys soft. Rwy 35 apch is obstructed by bldgs L and R of centerline, a lgtd windsock and rotating bcn atop a hangar L of rwy centerline.

**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE DDC.

DODGE CITY (L) VORTACW 108.2 DDC Chan 19 N37°51.04' W100°00.34' 359° 37.5 NM to fld. 2565/8E.

HIWAS.

**NETTE** N38°46.15' W99°15.08' NOTAM FILE HYS.

WICHITA

NDB (LOM) 374 HY 339° 4.7 NM to Hays Rgnl.

**NEWBN** N38°54.83' W95°09.29' NOTAM FILE LWC.

KANSAS CITY

NDB (LOM) 338 JZ 329° 6.5 NM to Lawrence Muni.

**NEW CENTURY AIRCENTER** (See OLATHE)

APP CRS	Rwy Idg	<b>3405</b>
<b>175°</b>	TDZE	<b>1489</b>
	Apt Elev	<b>1489</b>

# RNAV (GPS) RWY 17

MOUNDRIIDGE MUNI (47K)

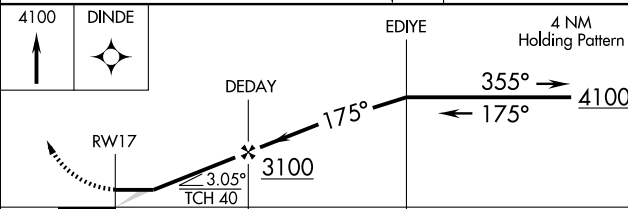
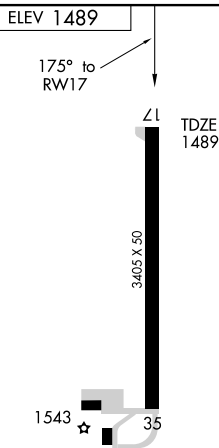
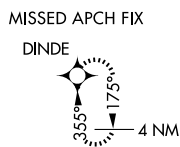
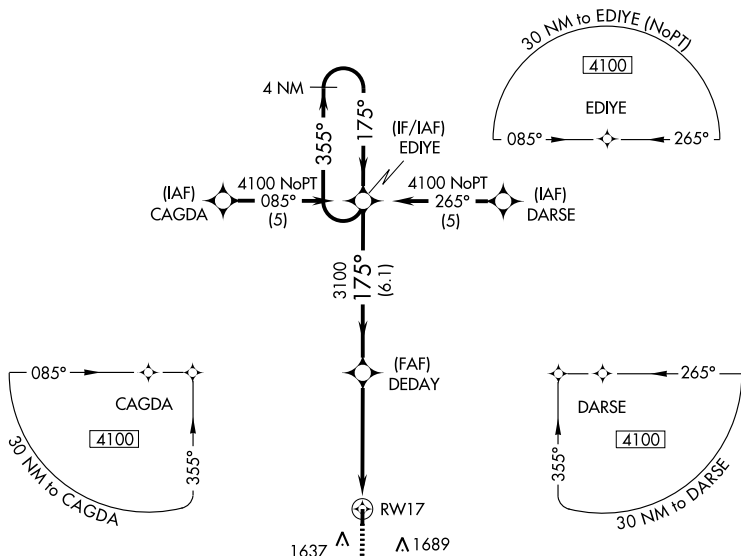
**NA** GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
Use McPherson altimeter setting.  
Procedure NA at night.

**MISSED APPROACH:** Climb to 4100 direct  
DINDE WP and hold.

McPHERSON AWOS-3  
**119.025**

WICHITA APP CON  
**125.5 306.2**

CTAF  
**122.9**



CATEGORY	A	B	C	D
LNAV MDA	1940-1	451 (500-1)	NA	
CIRCLING	2020-1	531 (600-1)	NA	

LURL Rwy 17-35



APP CRS **355°**  
Rwy Idg **3405**  
TDZE **1488**  
Apt Elev **1489**

# RNAV (GPS) RWY 35

MOUNDRIDGE MUNI (47K)

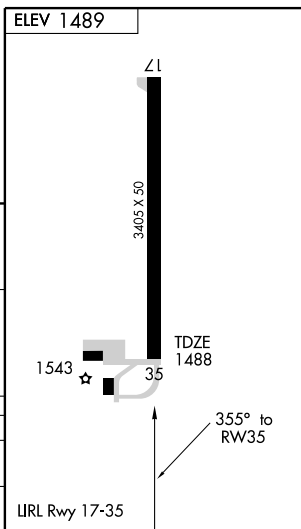
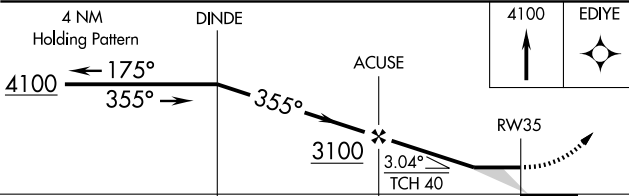
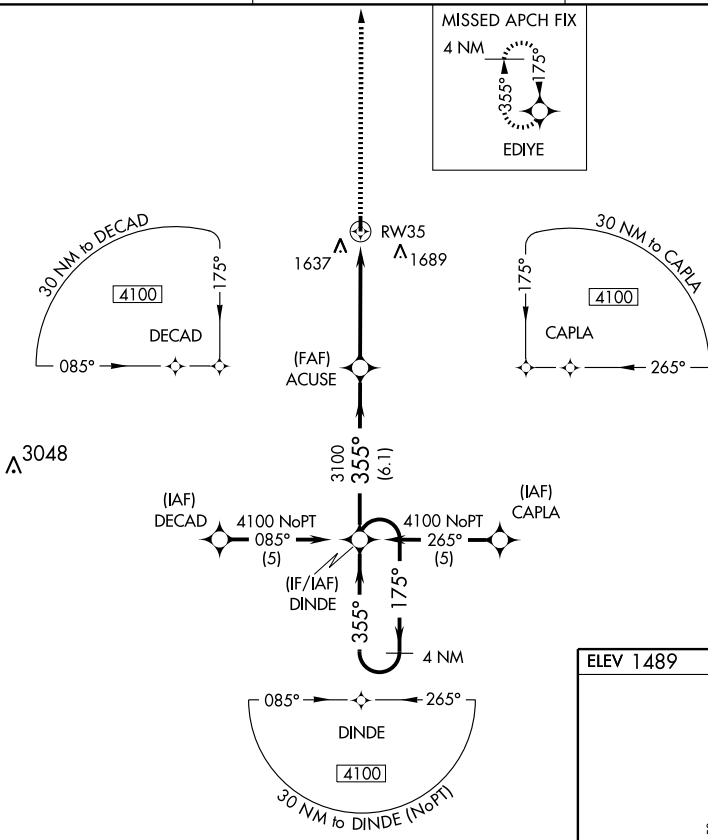
**▲ NA** GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
Use McPherson altimeter setting.  
Procedure NA at night.

**MISSED APPROACH:** Climb to 4100 direct EDIYE WP and hold.

McPHERSON AWOS-3  
**119.025**

WICHITA APP CON  
**125.5 306.2**

CTAF  
**122.9**



CATEGORY	A	B	C	D
LNNAV MDA	1960-1	472 (500-1)	NA	NA
CIRCLING	2020-1	531 (600-1)	NA	NA

**MOUNDRIIDGE MUNI** (47K) 1 E UTC-6(-5DT) N38°12.55' W97°30.16'

1489 B FUEL 100LL, MOGAS NOTAM FILE ICT

RWY 17-35: H3405X50 (ASPH) LIRL

RWY 17: Road. RWY 35: Road.

**AIRPORT REMARKS:** Mon-Fri 1400-2300Z $\pm$ . Self svc fuel avbl by credit card. Twy and tiedown areas soft.**COMMUNICATIONS:** CTAF 122.9

Ⓡ WICHITA APP/DEP CON 125.5.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HUT.

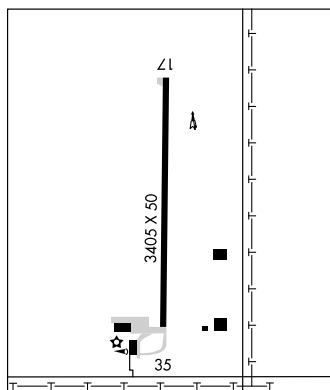
HUTCHINSON (L) VORW/DME 116.8 HUT Chan 115 N37°59.82'

W97°56.05' 049° 24.1 NM to fld. 1531/9E.

WICHITA

L-101, 15D

IAP

**NEODESHA MUNI** (2K7) 2 NE UTC-6(-5DT) N37°26.12' W95°38.77'

841 B FUEL 100LL, MOGAS NOTAM FILE ICT

RWY 02-20: H2998X46 (ASPH) S-11 LIRL (NSTD) 0.6% up N

RWY 02: REIL. Trees. RWY 20: REIL. Fence.

RWY 15-33: 2050X45 (TURF) 0.7% up N

RWY 15: Fence. RWY 33: Tree.

**AIRPORT REMARKS:** Unattended. Ultralight activity on and invof arpt.

Wildlife on and invof arpt. Rwy 02-20 rwy wavy. Rwy 15-33 white barrel markers on both ends. Rwy 02-20 NSTD LIRL, all clear lenses.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 132.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CNU.

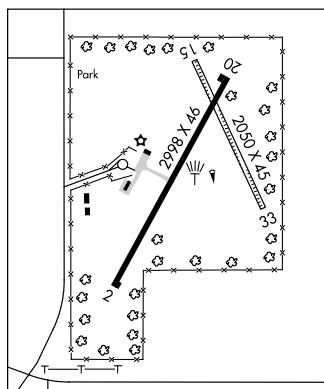
CHANUTE (L) VORW/DME 109.2 CNU Chan 29 N37°37.57'

W95°35.61' 187° 11.7 NM to fld. 1080/5E.

KANSAS CITY

L-15E

IAP

**NESS CITY MUNI** (48K) 1 N UTC-6(-5DT) N38°28.27' W99°54.48'

2308 B NOTAM FILE ICT

RWY 17-35: H3156X48 (ASPH) LIRL

RWY 17: P-line. RWY 35: Bldg.

**AIRPORT REMARKS:** Unattended. Rwy edges and twys soft. Rwy 35 apch is obstructed by bldgs L and R of centerline, a lgtd windsock and rotating bcn atop a hangar L of rwy centerline.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE DDC.

DODGE CITY (L) VORTACW 108.2 DDC Chan 19 N37°51.04' W100°00.34' 359° 37.5 NM to fld. 2565/8E.

HIWAS.

WICHITA

L-10H

**NETTE** N38°46.15' W99°15.08' NOTAM FILE HYS.

NDB (LOM) 374 HY 339° 4.7 NM to Hays Rgnl.

WICHITA

**NEWBN** N38°54.83' W95°09.29' NOTAM FILE LWC.

NDB (LOM) 338 JZ 329° 6.5 NM to Lawrence Muni.

KANSAS CITY

**NEW CENTURY AIRCENTER** (See OLATHE)

VOR/DME CNU  
**109.2**  
Chan 29

APP CRS  
**008°**

Rwy Idg  
TDZE  
Apt Elev  
**2998**  
**841**  
**841**

# VOR or GPS RWY 2

NEODESHA MUNI (2K7)

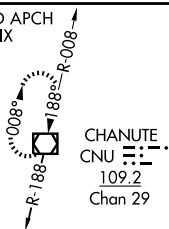
**NA** Use Chanute altimeter setting; when not received, use Joplin Rgnl altimeter setting.

MISSED APPROACH: Climb to 2600 via CNU R-188 to CNU VOR/DME and hold.

KANSAS CITY CENTER  
**132.9 279.5**

UNICOM  
**122.8 (CTAF)**

MISSED APCH  
FIX



△ 1630

△ 1398

△ 1416

△ 1272

△ 1459

△ 1498

△ 1053

△ 1418

(IAF)  
FELID INT  
CNU 17.5

RW02

R-288

008°

143°

323°

R-188

CHANUTE  
109.2 CNU  
Chan 29

OSWEGO  
117.6 OSW  
Chan 123

2500

288°

(25.2)

MSA CNU 25 NM

2700



10 NM

ELEV 841

Remain  
within 10 NM

FELID INT  
CNU 17.5

2600 CNU  
CNU R-188 109.2

2500

188°

008°

2500

008°

RW02

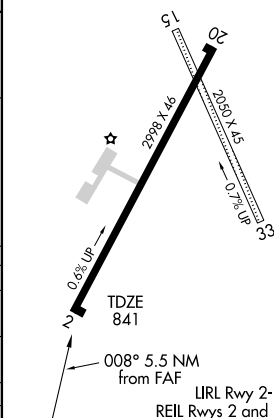
CNU 12

5.5 NM

CATEGORY	A	B	C	D
S-2	1500-1	659 (700-1)	1500-1¾ 659 (700-1¾)	NA
CIRCLING	1500-1	659 (700-1)	1500-1¾ 659 (700-1¾)	NA

JOPLIN RGNL ALTIMETER SETTING MINIMUMS

CATEGORY	A	B	C	D
S-2	1600-1 759 (800-1)	1600-1¼ 759 (800-1¼)	1600-2¼ 759 (800-2¼)	NA
CIRCLING	1600-1 759 (800-1)	1600-1¼ 759 (800-1¼)	1600-2¼ 759 (800-2¼)	NA



FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

**NEWTON-CITY-CO** (EWK) 3 E UTC-6(-5DT) N38°03.49' W97°16.47'

1533 B S4 FUEL 100LL, JET A, MOGAS OX 2 NOTAM FILE EWK

RWY 17-35: H7003X100 (ASPH) S-50, D-75, 2S-95, 2D-135 HIRL

RWY 17: MALSR. VASI(V4L)—GA 3.0° TCH 55'.

RWY 35: REIL. VASI(V4L)—GA 3.0° TCH 50'.

RWY 08-26: H3501X60 (ASPH) S-13 MIRL

RWY 08: REIL. PAPI(P4L)—GA 3.0° TCH 29'.

RWY 26: REIL. PAPI(P4L)—GA 3.0° TCH 29'.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 08: TORA-3501 TODA-3501 ASDA-3501 LDA-3501

RWY 17: TORA-7003 TODA-7003 ASDA-6705 LDA-6705

RWY 26: TORA-3501 TODA-3501 ASDA-3501 LDA-3501

RWY 35: TORA-7003 TODA-7003 ASDA-7003 LDA-7003

**AIRPORT REMARKS:** Attended 1300-0500Z+. Phone number for fuel after hrs posted at arpt. Touchdown area of Rwy 26 is not visible from touchdown area of either Rwy 17 or Rwy 35. Rwy 26 PAPI OTS indef. ACTIVATE HIRL, VASI Rwy 17 and Rwy 35, PAPI Rwy 08 and Rwy 26, REIL Rwy 08, Rwy 26 and Rwy 35 and MALSR Rwy 17—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 123.875 (316) 283-8789.**COMMUNICATIONS:** CTAF/UNICOM 123.0

⑧ WICHITA APP/DEP CON 125.5 CLNC DEL 126.55

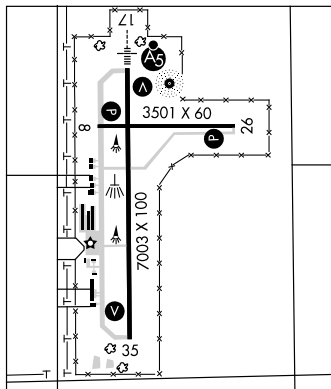
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

WICHITA (H) VORTACW 113.8 ICT Chan 85 N37°44.72' W97°35.03' 031° 23.8 NM to fld. 1471/7E. HIWAS.

NDB (MHW) 281 EWK N38°03.85' W97°16.41' at fld. NOTAM FILE EWK.

HARVS NDB (LOM) 395 CA N38°08.70' W97°16.57' 173° 5.2 NM to fld.

ILS 111.7 I-CAC Rwy 17. LOM HARVS NDB. ILS unmonitored.

**NORTON MUNI** (NRN) 1 N UTC-6(-5DT) N39°51.03' W99°53.68'

2384 B FUEL 100LL NOTAM FILE ICT

RWY 16-34: H4701X60 (CONC) HIRL 0.5% up NW

RWY 08-26: 2117X125 (TURF)

RWY 08: Fence. RWY 26: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z+. For svc after hrs call 785-877-2201/3447. Rotating beacon OTS indef.

**WEATHER DATA SOURCES:** AWOS-3 118.275 (785) 874-4277.**COMMUNICATIONS:** CTAF 122.9

DENVER CENTER APP/DEP CON 132.5.

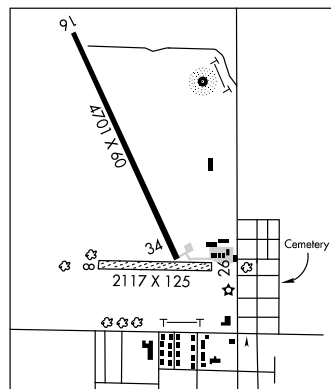
**RADIO AIDS TO NAVIGATION:** NOTAM FILE HLC.

HILL CITY (H) VORTACW 113.7 HLC Chan 84 N39°15.53'

W100°13.55' 015° 38.7 NM to fld. 2690/8E. HIWAS.

NDB (MHW) 230 NRN N39°51.32' W99°53.42' at fld.

Unusable byd 20 NM. NOTAM FILE ICT.

**NORWICH** (49K) 1 E UTC-6(-5DT) N37°27.33' W97°50.02'

1494 NOTAM FILE ICT

RWY17-35: 3230X80 (TURF) LIRL (NSTD)

RWY 17: P-line. RWY 35: Thld dsplcd 180'. Railroad.

**AIRPORT REMARKS:** Unattended. Rwy 35 dsplcd thld marked with 2 lgts either side with painted tires. Irrigation pump and fuel tank 75' left of centerline Rwy 17 150' S of thld. NSTD LIRL Rwy 17-35, incorrect spacing.

**COMMUNICATIONS:** CTAF 122.9

WICHITA

H-5C, L-101, 150

IAP

WICHITA

L-10H

IAP

WICHITA

LOC I-CAC <b><u>111.7</u></b>	APP CRS <b>174°</b>	Rwy Idg <b>6705</b> TDZE <b>1530</b> Apt Elev <b>1533</b>
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# ILS or LOC RWY 17

**A** If local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase DA to 1817/MDAs 100 feet. For inoperative MALSR increase S-LOC 17 Cat D visibility to 1¼ mile. ADF Required.

MALSR  
A5

**MISSED APPROACH:** Climb to 2500 then climbing left turn to 3200 direct HARVS LOM and hold.

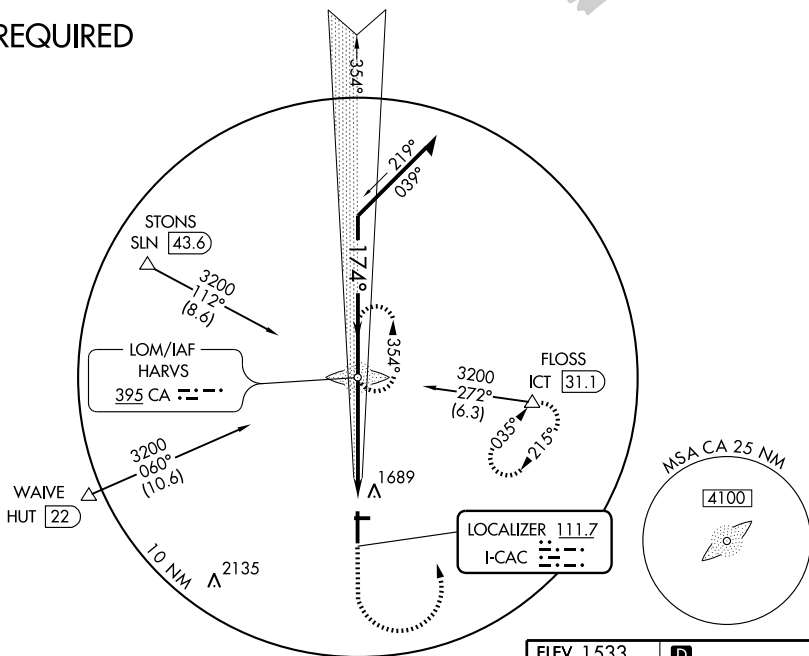
AWOS-3  
123.875

WICHITA APP CON  
125.5 306.2

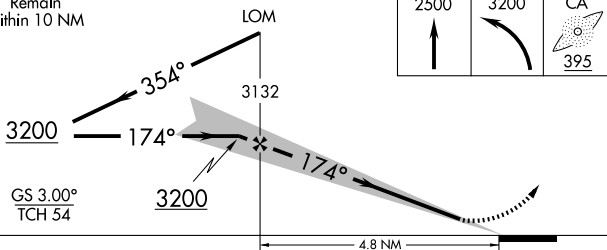
CLNC DEL  
**126.55**

UNICOM  
123.0 (CTAF) **L**

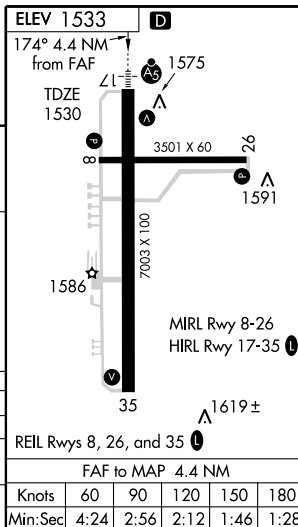
## ADF REQUIRED

2498 

Remain  
within 10 NM



CATEGORY	A	B	C	D
S-ILS 17	1730-½ 200 (200-½)			
S-LOC 17	1900-½ 370 (400-½)			1900-¾ 370 (400-¾)
CIRCLING	2000-1 467 (500-1)		2000-1½ 467 (500-1½)	2100-2 567 (600-2)



NEWTON, KANSAS  
Amdt 4A 08325

38°03'N-97°17'W

NEWTON-CITY-COUNTY (EWK)  
ILS or LOC RWY 17

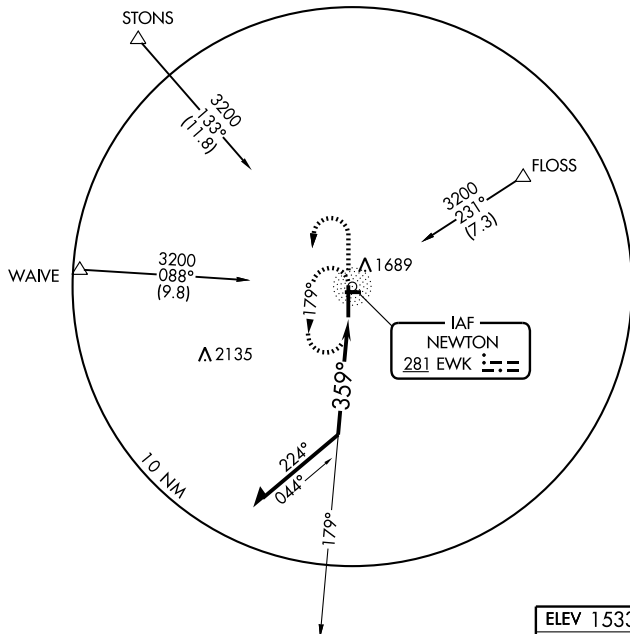
NC-2. 23 SEP 2010 to 21 OCT 2010

NDB EWK <b>281</b>	APP CRS <b>359°</b>	Rwy ldg TDZE Apt Elev <b>7003</b> <b>1527</b> <b>1533</b>
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# NDB RWY 35

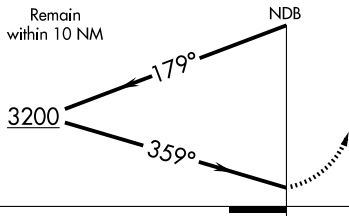
NEWTON-CITY-COUNTY (E'WK)

<p><b>▲ NA</b></p>		<p>MISSED APPROACH: Climb to 2500, then climbing left turn to 3200 direct EWK NDB and hold.</p>	
AWOS-3 <b>123.875</b>	WICHITA APP CON <b>125.5 306.2</b>	CLNC DEL <b>126.55</b>	UNICOM <b>123.0</b> (CTAF) <b>1</b>

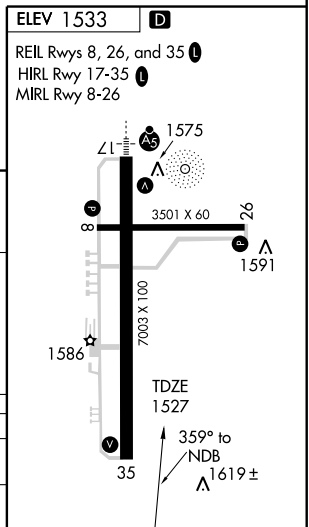


▲ 2549  
2549

Remain within 10 NM



2500 ↑	3200 ↶	EWK ○ 281
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CATEGORY	A	B	C	D
S-35	1960-1 433 (500-1)		1960-1¼ 433 (500-1¼)	1960-1½ 433 (500-1½)
CIRCLING	2000-1 467 (500-1)		2000-1½ 467 (500-1½)	2100-2 567 (600-2)

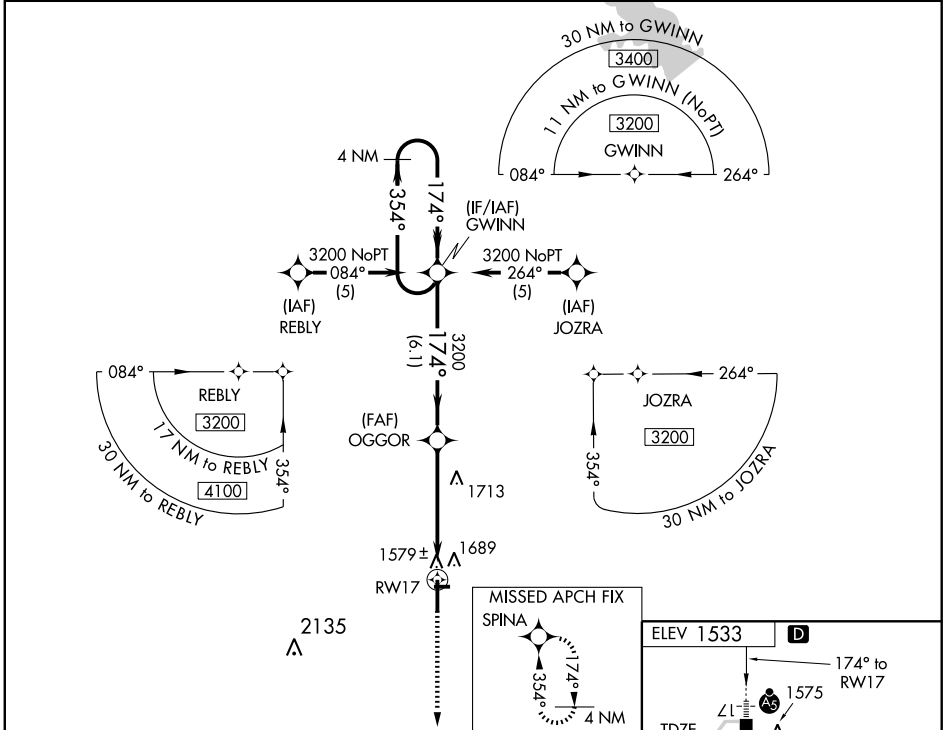
WAAS CH <b>50109</b> <b>W17A</b>	APP CRS <b>174°</b>	Rwy Idg TDZE <b>1530</b> Apt Elev <b>1533</b>
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# RNAV (GPS) RWY 17

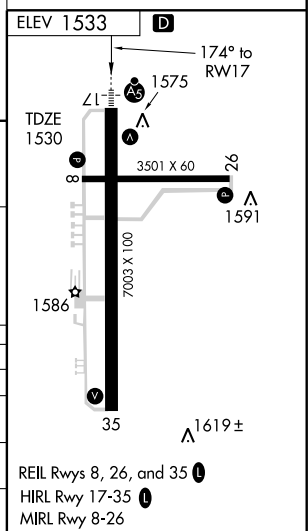
NEWTON-CITY-COUNTY (E/WK)

<p><b>A</b> DME/DME RNP-0.3 NA. If local altimeter setting not received, use Wichita Mid-Continent altimeter setting; increase DAs/MDAs 100 feet. VDP NA when using Wichita Mid-Continent altimeter setting. For inoperative MALSR, increase LPV visibility to 1.</p>	<p>MALSR</p>  <p>MISSED APPROACH: Climb to 3600 direct SPINA and hold.</p>
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AWOS-3 <b>123.875</b>	WICHITA APP CON <b>125.5 306.2</b>	CLNC DEL <b>126.55</b>	UNICOM <b>123.0 (CTAF) 0</b>
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<p>4 NM Holding Pattern</p> <p>3200 ← 354° 174° →</p> <p>GS 3.00° TCH 55°</p> <p>6.1 NM 3.6 NM 1.4</p>				
CATEGORY	A	B	C	D
LPV DA	1791-½ 261 (300-½)			
LNAV/VNAV DA	NA			
LNAV MDA	2020-½ 490 (500-½)	2020-¾ 490 (500-¾)	2020-1 490 (500-1)	2020-1 490 (500-1)
CIRCLING	2020-1 487 (500-1)	2020-1½ 487 (500-1½)	2100-2 567 (600-2)	2100-2 567 (600-2)



NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

WAAS CH <b>56229</b> <b>W35A</b>	APP CRS <b>354°</b>	Rwy Idg <b>7003</b> TDZE <b>1528</b> Apt Elev <b>1533</b>
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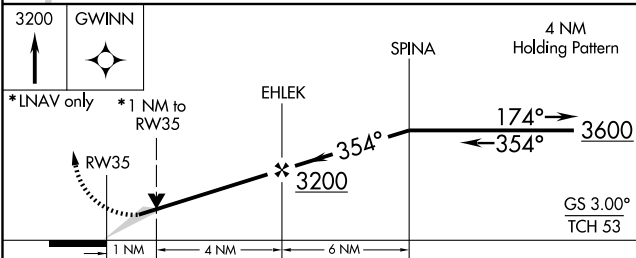
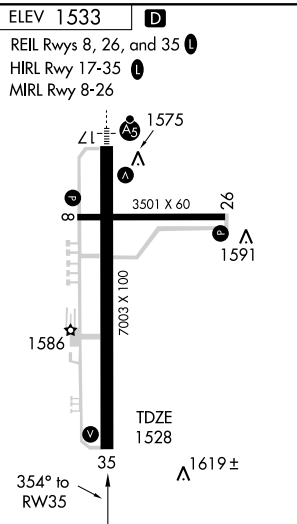
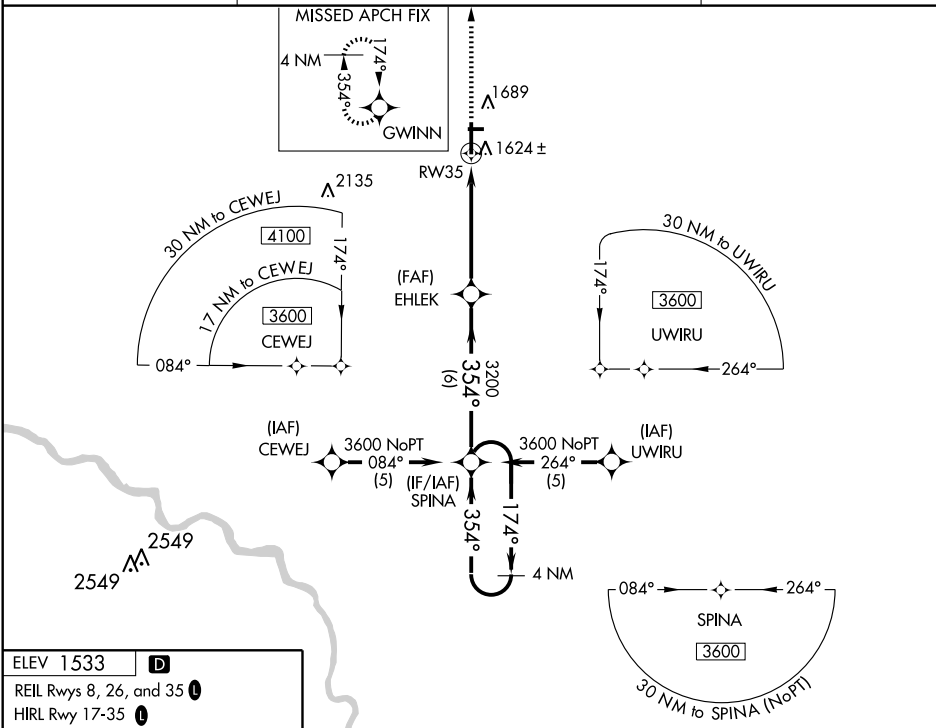
# RNAV (GPS) RWY 35

NEWTON-CITY-COUNTY (E/WK)

**A** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Wichita Mid-Continent altimeter setting; increase DA/MDAs 100 feet. VDP NA when using Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climb to 3200 direct GWINN and hold.

AWOS-3 <b>123.875</b>	WICHITA APP CON <b>125.5 306.2</b>	CLNC DEL <b>126.55</b>	UNICOM <b>123.0 (CTAF) 0</b>
--------------------------	---------------------------------------	---------------------------	---------------------------------



CATEGORY	A	B	C	D
LPV DA	1778-¾ 250 (300-¾)			
LNAV/VNAV DA	NA			
LNAV MDA	1880-1 352 (400-1)			1880-1¼ 352 (400-1¼)
CIRCLING	2000-1 467 (500-1)		2000-1½ 467 (500-1½)	2100-2 567 (600-2)



VORTAC ICT <b><u>113.8</u></b> Chan <b>85</b>	APP CRS <b>031°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1533</b>
---	------------------------	-----------------------------	---

VOR/DME-A  
NEWTON-CITY-COUNTY (EWK)

**A** If local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase all MDAs 100 feet.

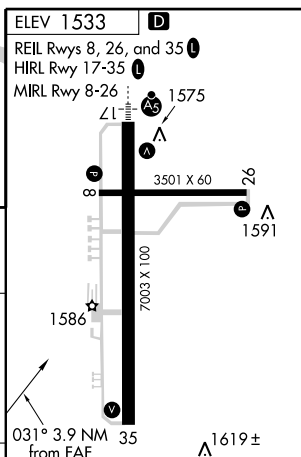
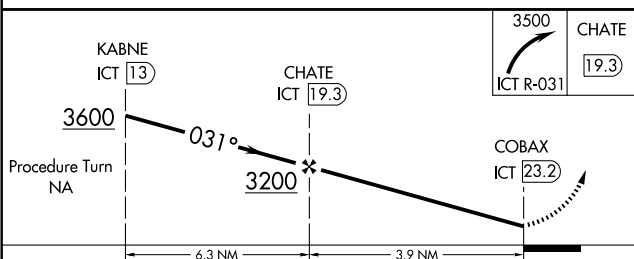
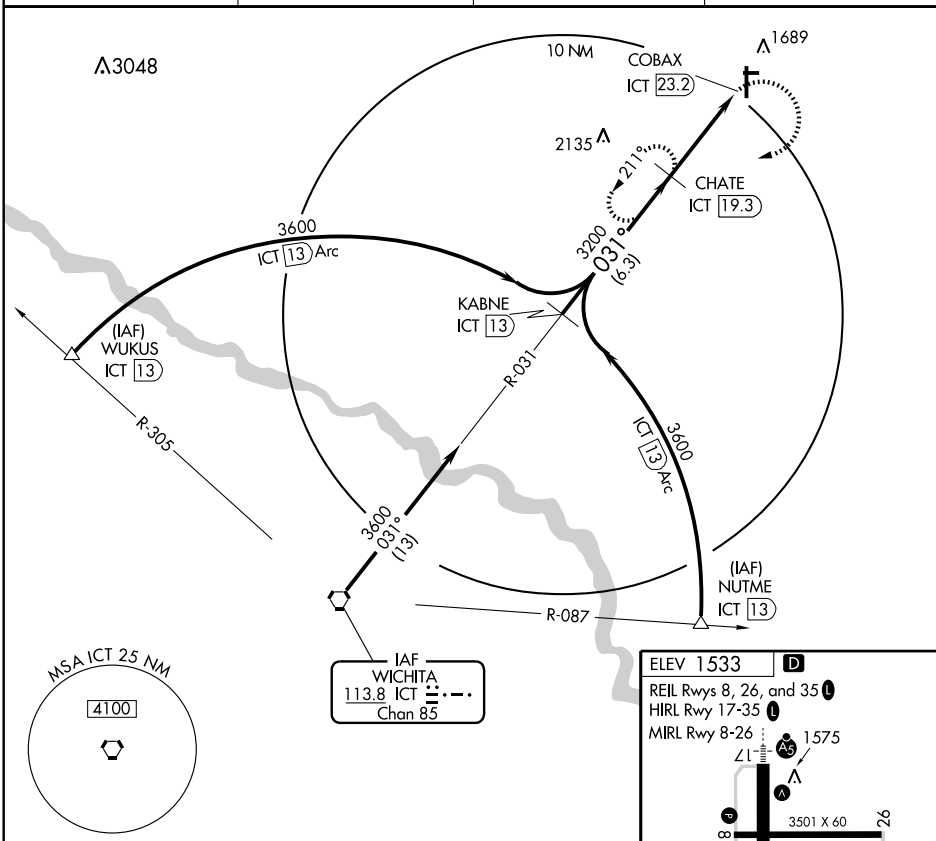
**MISSED APPROACH:** Climbing right turn to 3500 via ICT R-031 to CHATE 19.3 DME and hold.

AWOS-3  
123.875

WICHITA APP CON  
125.5 306.2

CLNC DEL  
**126.55**

UNICOM  
123.0 (CTAF) **L**



CATEGORY	A	B	C	D
CIRCLING	2000-1 467 (500-1)	2000-1¼ 467 (500-1¼)	2000-1½ 467 (500-1½)	2100-2 567 (600-2)

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

NEWTON, KANSAS

Amdt 3 08325

NEWTON-CITY-COUNTY (EWK)

VOR/DME-A

38° 03' N-97° 17' W

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

**NEWTON-CITY-CO** (EWK) 3 E UTC-6(-5DT) N38°03.49' W97°16.47'

1533 B S4 FUEL 100LL, JET A, MOGAS OX 2 NOTAM FILE EWK

RWY 17-35: H7003X100 (ASPH) S-50, D-75, 2S-95, 2D-135 HIRL

RWY 17: MALSR. VASI(V4L)—GA 3.0° TCH 55'.

RWY 35: REIL. VASI(V4L)—GA 3.0° TCH 50'.

RWY 08-26: H3501X60 (ASPH) S-13 MIRL

RWY 08: REIL. PAPI(P4L)—GA 3.0° TCH 29'.

RWY 26: REIL. PAPI(P4L)—GA 3.0° TCH 29'.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 08: TORA-3501 TODA-3501 ASDA-3501 LDA-3501

RWY 17: TORA-7003 TODA-7003 ASDA-6705 LDA-6705

RWY 26: TORA-3501 TODA-3501 ASDA-3501 LDA-3501

RWY 35: TORA-7003 TODA-7003 ASDA-7003 LDA-7003

**AIRPORT REMARKS:** Attended 1300-0500Z+. Phone number for fuel after hrs posted at arpt. Touchdown area of Rwy 26 is not visible from touchdown area of either Rwy 17 or Rwy 35. Rwy 26 PAPI OTS indef. ACTIVATE HIRL, VASI Rwy 17 and Rwy 35, PAPI Rwy 08 and Rwy 26, REIL Rwy 08, Rwy 26 and Rwy 35 and MALSR Rwy 17—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 123.875 (316) 283-8789.**COMMUNICATIONS:** CTAF/UNICOM 123.0

⑧ WICHITA APP/DEP CON 125.5 CLNC DEL 126.55

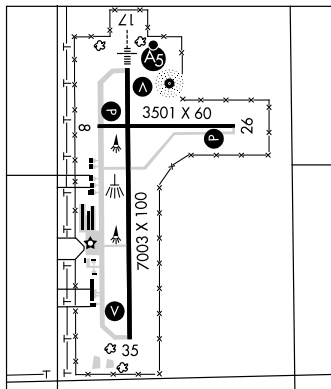
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

WICHITA (H) VORTACW 113.8 ICT Chan 85 N37°44.72' W97°35.03' 031° 23.8 NM to fld. 1471/7E. HIWAS.

NDB (MHW) 281 EWK N38°03.85' W97°16.41' at fld. NOTAM FILE EWK.

HARVS NDB (LOM) 395 CA N38°08.70' W97°16.57' 173° 5.2 NM to fld.

ILS 111.7 I-CAC Rwy 17. LOM HARVS NDB. ILS unmonitored.

**NORTON MUNI** (NRN) 1 N UTC-6(-5DT) N39°51.03' W99°53.68'

2384 B FUEL 100LL NOTAM FILE ICT

RWY 16-34: H4701X60 (CONC) HIRL 0.5% up NW

RWY 08-26: 2117X125 (TURF)

RWY 08: Fence. RWY 26: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z+. For svc after hrs call 785-877-2201/3447. Rotating beacon OTS indef.

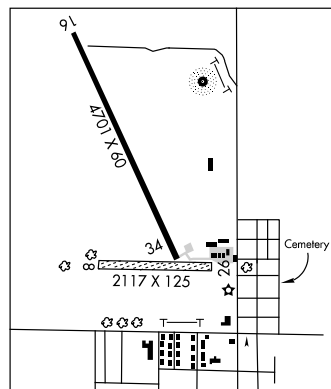
**WEATHER DATA SOURCES:** AWOS-3 118.275 (785) 874-4277.**COMMUNICATIONS:** CTAF 122.9**DENVER CENTER APP/DEP CON** 132.5.**RADIO AIDS TO NAVIGATION:** NOTAM FILE HLC.

HILL CITY (H) VORTACW 113.7 HLC Chan 84 N39°15.53'

W100°13.55' 015° 38.7 NM to fld. 2690/8E. HIWAS.

NDB (MHW) 230 NRN N39°51.32' W99°53.42' at fld.

Unusable byd 20 NM. NOTAM FILE ICT.

**NORWICH** (49K) 1 E UTC-6(-5DT) N37°27.33' W97°50.02'

1494 NOTAM FILE ICT

RWY 17-35: 3230X80 (TURF) LIRL (NSTD)

RWY 17: P-line. RWY 35: Thld dsplcd 180'. Railroad.

**AIRPORT REMARKS:** Unattended. Rwy 35 dsplcd thld marked with 2 lgts either side with painted tires. Irrigation pump and fuel tank 75' left of centerline Rwy 17 150' S of thld. NSTD LIRL Rwy 17-35, incorrect spacing.

**COMMUNICATIONS:** CTAF 122.9

WICHITA

H-5C, L-101, 150

IAP

WICHITA

L-10H

IAP

WICHITA



NRN NDB <b>230</b>	APP CRS <b>351°</b>	Rwy Idg TDZE Apt Elev	<b>4701</b> <b>2376</b> <b>2384</b>
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# NDB RWY 34

NORTON MUNI (NRN)

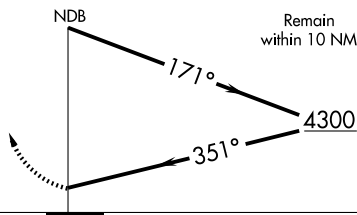
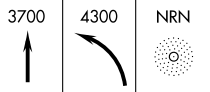
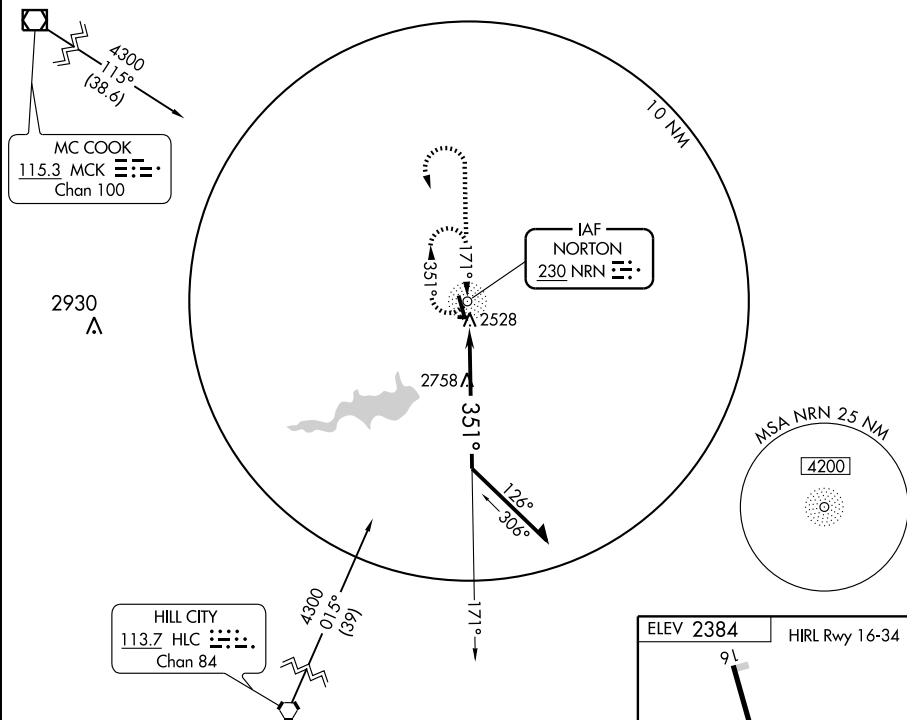
**▼** Procedure NA at night. Visibility reduction by helicopters NA.  
**▲ NA** When local altimeter setting not received, use Hill City Muni altimeter setting and increase all MDA 100 feet, increase S-34/Circling Cat A visibility ¼ mile, Cat C visibility ½ mile.

**MISSED APPROACH:** Climb to 3700, then climbing left turn to 4300 direct NRN NDB and hold, continue climb-in-hold-to 4300.

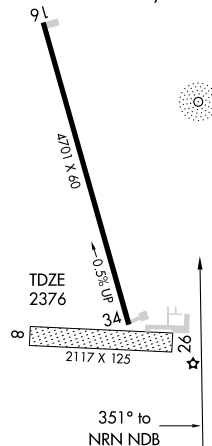
AWOS-3  
**118.275**

DENVER CENTER  
**132.5 379.15**

CTAF  
**122.9**



ELEV 2384 HIRL Rwy 16-34



CATEGORY	A	B	C	D
S-34	3160-1 784 (800-1)	3160-1¼ 784 (800-1¼)	3160-2¼ 784 (800-2¼)	NA
CIRCLING	3160-1 776 (800-1)	3160-1¼ 776 (800-1¼)	3160-2¼ 776 (800-2¼)	NA

WAAS CH <b>99519</b> <b>W16A</b>	APP CRS <b>156°</b>	Rwy Idg <b>4701</b> TDZE <b>2384</b> Apt Elev <b>2384</b>
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# RNAV (GPS) RWY 16

NORTON MUNI (N.R.N)

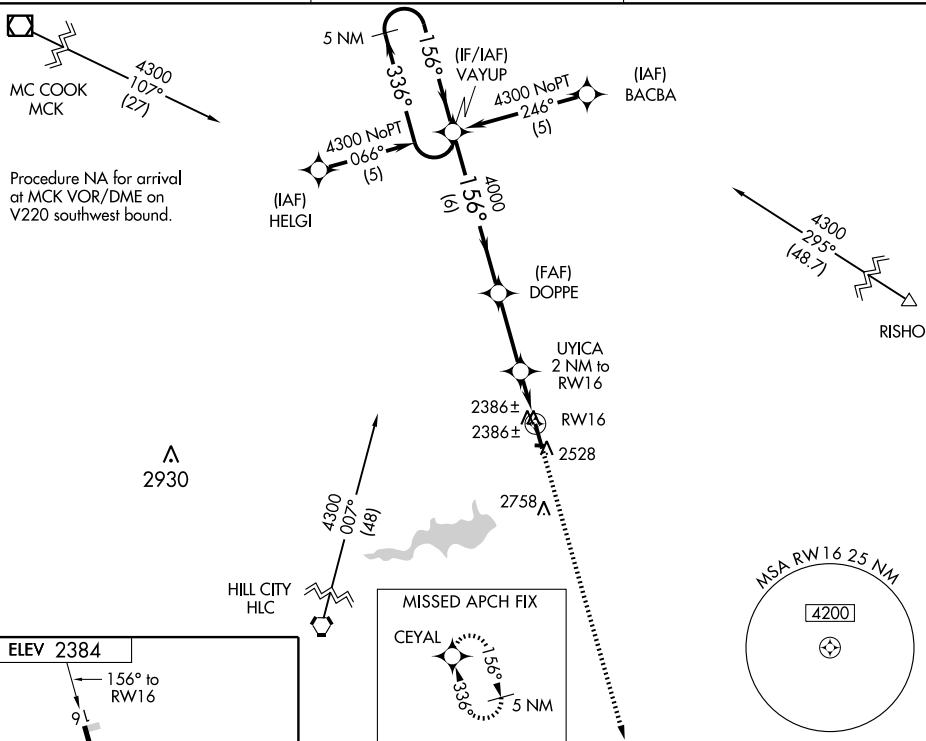
**NA** Baro-VNAV NA when using Hill City Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Hill City Muni altimeter setting and increase all DA 86 feet, all MDA 100 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C visibility ¼ mile. Visibility reduction by helicopters NA.

**MISSED APPROACH:**  
Climb to 4300 direct  
CEYAL and hold.

AWOS-3  
**118.275**

DENVER CENTER  
**132.5 379.15**

CTAF  
**122.9**



ELEV **2384**

156° to  
RW16

TDZE  
2384

09 x 1074

0-0.5 x 1074

2117 x 125

HIRL Rwy 16-34

5 NM  
Holding Pattern

VAYUP

\* LNAV only.

4300

CEYAL

4300

336°

156°

DOPPE

4000

156°

UYICA

2 NM to  
RW16

RW16

GS 3.00°  
TCH 45

4000

\*3040

6 NM

2.9 NM

2 NM

CATEGORY

A

B

C

D

LPV DA

2634-1

250

(300-1)

NA

LNAV/VNAV DA

2656-1

272

(300-1)

NA

LNAV MDA

2840-1

456

(500-1)

NA

CIRCLING

2880-1

496

(500-1)

NA

WAAS CH <b>70619</b> <b>W34A</b>	APP CRS <b>336°</b>	Rwy Idg <b>4701</b> TDZE <b>2376</b> Apt Elev <b>2384</b>
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# RNAV (GPS) RWY 34

NORTON MUNI (N.R.N.)

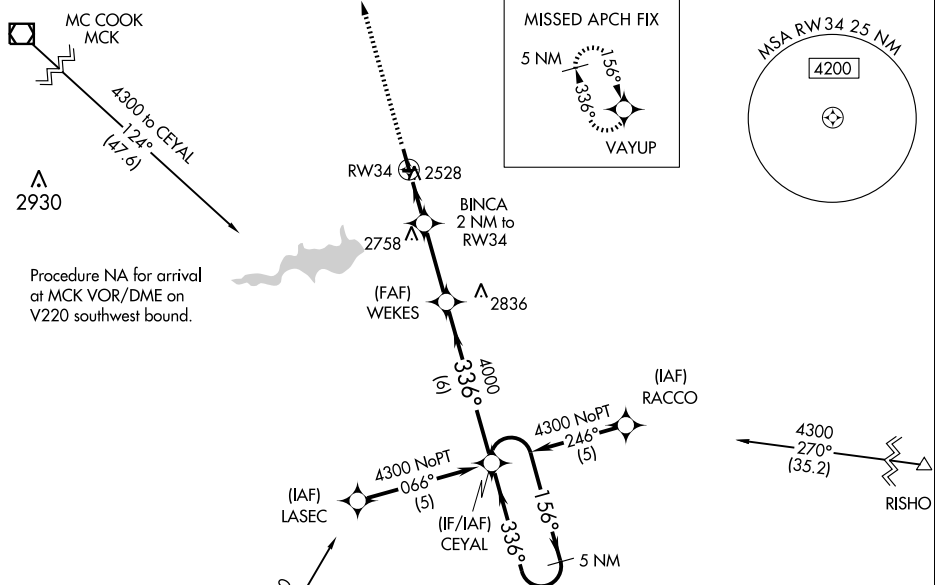
**▼** Baro-VNAV NA when using Hill City altimeter setting. For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -19°C (-7°F) or above 54°C (130°F).  
**▲ NA** DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hill City Muni altimeter setting and increase all DA 86 feet, all MDA 100 feet, increase LPV all Cats ¼ mile.

**MISSED APPROACH:**  
Climb to 4300 direct VAYUP and hold.

AWOS-3  
**118.275**

DENVER CENTER  
**132.5 379.15**

CTAF  
**122.9**



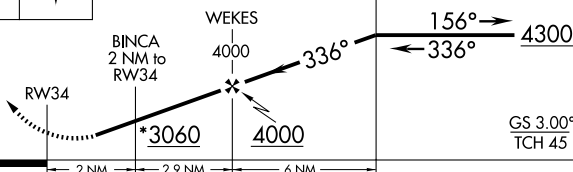
4300

VAYUP

\* LNAV only.  
\* NA when using Hill City altimeter setting.

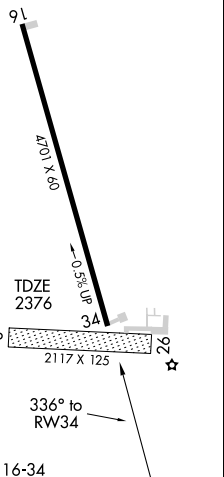
CEYAL

5 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA	2800-1½	424 (500-1½)		NA
LNAV/VNAV DA	2828-1¾	452 (500-1¾)		NA
LNAV MDA	2840-1 464 (500-1)	2840-1¼ 464 (500-1¼)		NA
CIRCLING	2880-1 496 (500-1)	2880-1½ 496 (500-1½)		NA

ELEV 2384



**OAKLEY MUNI** (OEL) 2 SE UTC-6(-5DT) N39°06.60' W100°48.99'

3045 B S4 FUEL 100LL NOTAM FILE ICT

RWY 16-34: H5000X75 (CONC) S-30 MIRL 0.5% up NW

RWY 08-26: 2270X110 (TURF)

RWY 08: Antenna.

RWY 26: Road.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†. For svc after hrs, call 785-672-4270. For fuel after hrs call 785-672-4111. MIRL Rwy 16-34 preset low ints dusk-0430Z†, to increase ints ACTIVATE—CTAF, after 0430Z† ACTIVATE MIRL Rwy 16-34—CTAF. Key mike 5 times—low, 7 times—medium and 9 times—high.

**WEATHER DATA SOURCES:** AWOS-3 118.325 (785) 671-4194.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 132.5

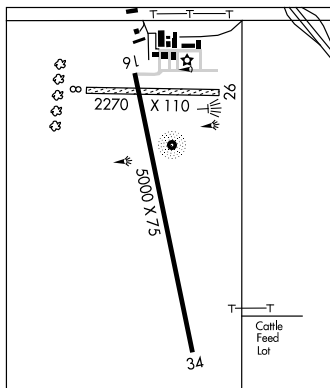
**RADIO AIDS TO NAVIGATION:** NOTAM FILE HLC.

HILL CITY (H) VORTACW 113.7 HLC Chan 84 N39°15.53'

W100°13.55' 244° 28.9 NM to fld. 2690/8E. HIWAS.

NDB (MHW) 380 OEL N39°06.75' W100°48.92' at fld.

NOTAM FILE ICT.



WICHITA

L-10H

IAP

**OBERLIN MUNI** (OIN) 1 NW UTC-6(-5DT) N39°50.04' W100°32.36'

2703 B S4 FUEL 100LL NOTAM FILE ICT

RWY 17-35: H3793X50 (ASPH) S-4 LIRL 0.9% up N

RWY 17: Tree. RWY 35: Pole.

RWY 12-30: 2850X125 (TURF) 1.2% up NW

RWY 30: Trees.

RWY 03-21: 2000X190 (TURF) 0.3% up NE

RWY 03: Tree. RWY 21: Road.

**AIRPORT REMARKS:** Attended dawn-dusk. Rwy 12-30 rough when crossing Rwy 17-35.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 132.5

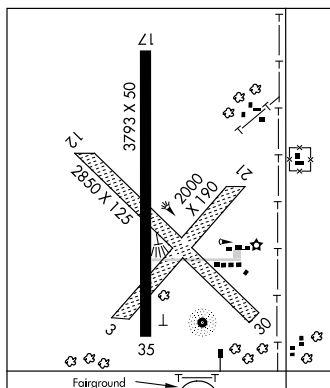
**RADIO AIDS TO NAVIGATION:** NOTAM FILE HLC.

HILL CITY (H) VORTACW 113.7 HLC Chan 84 N39°15.53'

W100°13.55' 329° 37.4 NM to fld. 2690/8E. HIWAS.

NDB (MHW) 341 OIN N39°49.78' W100°32.26' at fld.

NOTAM FILE ICT.



## OLATHE

**CEDAR AIR PARK** (51K) 4 NW UTC-6(-5DT) N38°55.88' W94°53.10'

1020 NOTAM FILE COU

RWY 17-35: 2440X75 (TURF)

RWY 17: Tree.

RWY 35: Trees.

**AIRPORT REMARKS:** Unattended. Wildlife on and invof arpt. Trees both sides of rwy. Golf course N end of Rwy 17 can be mistaken for arpt. Rwy 17 outlined with concrete pads at 300' intervals. Rwy 17 ends marked with yellow concrete pads.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

KANSAS CITY

NDB OEL <b>380</b>	APP CRS <b>341°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>3035</b> <b>3045</b>
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# NDB RWY 34

OAKLEY MUNI (OEL)

**▽** If local altimeter setting not received, use Renner Field/Goodland Muni altimeter setting and increase all MDAs 200 feet. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 4200, then climbing right turn to 4700 direct OEL NDB and hold.

AWOS-3  
**118.325**

DENVER CENTER  
**132.5 379.15**

UNICOM  
**122.8 (CTAF) 0**

**△** 3658

5500  
100°  
(44.1)

GOODLAND  
115.1 GLD Chan 98

HILL CITY  
113.7 HLC Chan 84

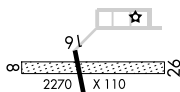
4700  
245°  
(28.9)

3379 **△**  
3445 **△**  
3156± **△**

IAF  
OAKLEY  
380 OEL

10 NM

ELEV 3045



91  
20

5000 X 75  
0.5% UP

TDZE  
3035

MIRL Rwy 16-34 **0**★

Knots	60	90	120	150	180
Min:Sec					

4200	4700	OEL 380
------	------	------------

NDB

Remain  
within 10 NM

161°  
341°  
4700

CATEGORY	A	B	C	D
S-34	3640-1 605 (600-1)		3640-1¾ 605 (600-1¾)	NA
CIRCLING	3640-1 595 (600-1)		3800-2¼ 755 (800-2¼)	NA

OAKLEY, KANSAS  
Amdt 3 08045

39°07'N - 100°49'W

OAKLEY MUNI (OEL)  
**NDB RWY 34**



WAAS CH <b>69500</b> <b>W34A</b>	APP CRS <b>341°</b>	Rwy Idg TDZE <b>3035</b> Apt Elev <b>3045</b>	<b>5000</b> <b>3035</b> <b>3045</b>
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# RNAV (GPS) RWY 34

## OAKLEY MUNI (OEL)

**▽** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Renner Field/Goodland Muni altimeter setting and increase all DAs/MDAs 200 feet. Visibility reduction by helicopters NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 42°C (109°F). BARO-VNAV NA when using Renner Field/Goodland Muni altimeter setting.

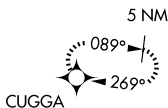
**MISSED APPROACH:** Climb to 4700 direct CUGGA and hold.

AWOS-3  
**118.325**

DENVER CENTER  
**132.5 379.15**

UNICOM  
**122.8 (CTAF) 0**

MISSED APCH FIX



3379  
Λ

3445



RW34

(FAF)  
HOLKO

4700

341°

(6.2)

(IAF)  
RUPYO

4700 NoPT

071°

(5)

(IF/IAF)  
LIBNE

341°

161°

4700 NoPT

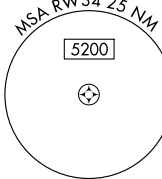
251°

(5)

(IAF)  
PIYCI

341°

5 NM



HILL CITY  
HLC

4700

219°

(28.2)

GOODLAND  
GLD

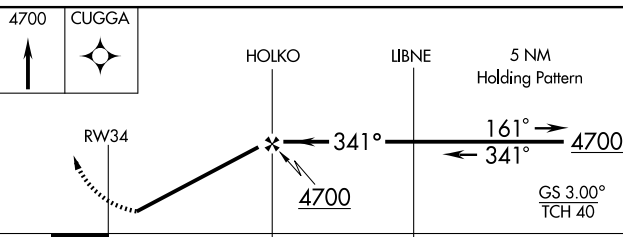
5500

119°

(48.1)

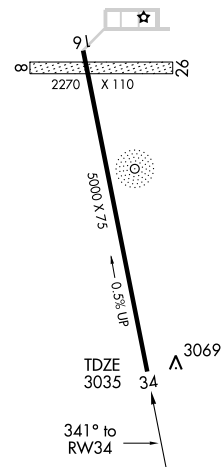
3460

Procedure NA for arrival at HLC VORTAC on V216 northeast bound.  
Procedure NA for arrival at GLD VORTAC on V132 and V17 northwest bound.



CATEGORY	A	B	C	D
LPV DA	3285-1	250 (300-1)		NA
LNAV/VNAV DA	3472-1½	437 (500-1½)		NA
LNAV MDA	3320-1	285 (300-1)		NA
CIRCLING	3480-1½ 435 (500-1½)	3500-1½ 455 (500-1½)	3800-2¼ 755 (800-2¼)	NA

ELEV 3045 MRL RWY 16-34 0\*



**OAKLEY MUNI** (OEL) 2 SE UTC-6(-5DT) N39°06.60' W100°48.99'

3045 B S4 FUEL 100LL NOTAM FILE ICT

RWY 16-34: H5000X75 (CONC) S-30 MIRL 0.5% up NW

RWY 08-26: 2270X110 (TURF)

RWY 08: Antenna.

RWY 26: Road.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z. For svc after hrs, call 785-672-4270. For fuel after hrs call 785-672-4111. MIRL Rwy 16-34 preset low ints dusk-0430Z, to increase ints ACTIVATE—CTAF, after 0430Z ACTIVATE MIRL Rwy 16-34—CTAF. Key mike 5 times—low, 7 times—medium and 9 times—high.

**WEATHER DATA SOURCES:** AWOS-3 118.325 (785) 671-4194.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 132.5

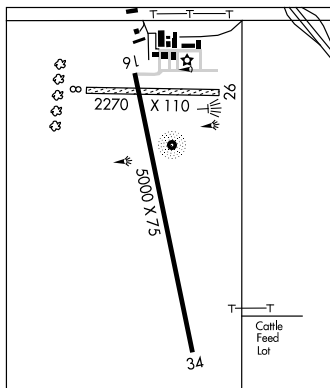
**RADIO AIDS TO NAVIGATION:** NOTAM FILE HLC.

HILL CITY (H) VORTACW 113.7 HLC Chan 84 N39°15.53'

W100°13.55' 244° 28.9 NM to fld. 2690/8E. HIWAS.

NDB (MHW) 380 OEL N39°06.75' W100°48.92' at fld.

NOTAM FILE ICT.



WICHITA

L-10H

IAP

**OBERLIN MUNI** (OIN) 1 NW UTC-6(-5DT) N39°50.04' W100°32.36'

2703 B S4 FUEL 100LL NOTAM FILE ICT

RWY 17-35: H3793X50 (ASPH) S-4 LIRL 0.9% up N

RWY 17: Tree. RWY 35: Pole.

RWY 12-30: 2850X125 (TURF) 1.2% up NW

RWY 30: Trees.

RWY 03-21: 2000X190 (TURF) 0.3% up NE

RWY 03: Tree. RWY 21: Road.

**AIRPORT REMARKS:** Attended dawn-dusk. Rwy 12-30 rough when crossing Rwy 17-35.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 132.5

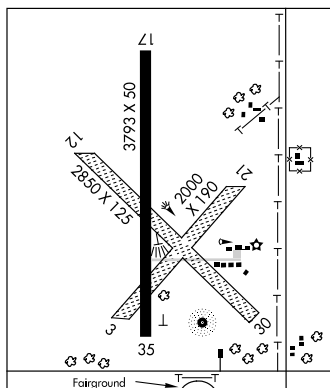
**RADIO AIDS TO NAVIGATION:** NOTAM FILE HLC.

HILL CITY (H) VORTACW 113.7 HLC Chan 84 N39°15.53'

W100°13.55' 329° 37.4 NM to fld. 2690/8E. HIWAS.

NDB (MHW) 341 OIN N39°49.78' W100°32.26' at fld.

NOTAM FILE ICT.



## OLATHE

**CEDAR AIR PARK** (51K) 4 NW UTC-6(-5DT) N38°55.88' W94°53.10'

1020 NOTAM FILE COU

RWY 17-35: 2440X75 (TURF)

RWY 17: Tree. RWY 35: Trees.

**AIRPORT REMARKS:** Unattended. Wildlife on and invof arpt. Trees both sides of rwy. Golf course N end of Rwy 17 can be mistaken for arpt. Rwy 17 outlined with concrete pads at 300' intervals. Rwy 17 ends marked with yellow concrete pads.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

KANSAS CITY

NDB OIN <b>341</b>	APP CRS <b>005°</b>	Rwy Idg TDZE Apt Elev	<b>3793</b> <b>2703</b> <b>2703</b>
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## NDB or GPS RWY 35

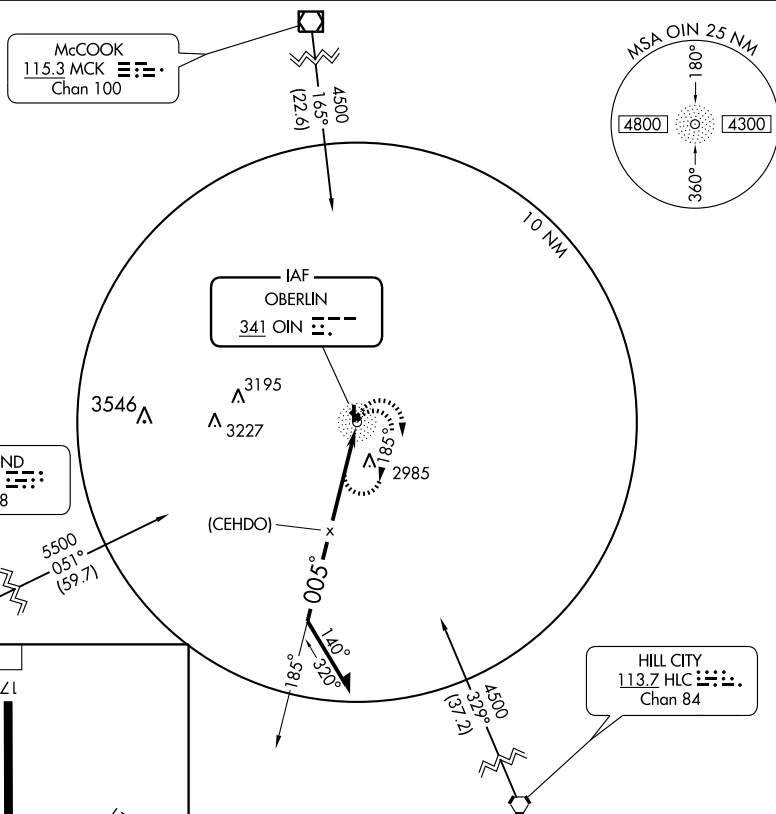
OBERLIN MUNI (OIN)

▼ Use McCook altimeter setting; when not available use  
Goodland altimeter setting and increase all MDAs 200 feet.  
▲ NA

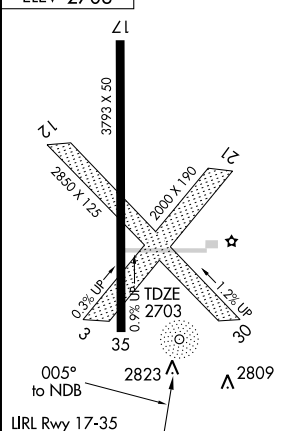
MISSED APPROACH: Climbing right turn to 4400 in  
OIN NDB holding pattern.

DENVER CENTER  
**132.5 379.15**

UNICOM  
**122.8 (CTAF)**



ELEV 2703

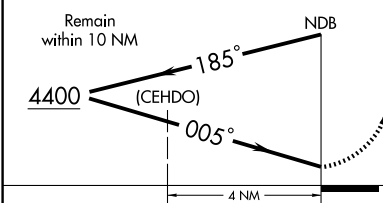


URL Rwy 17-35

Knots	60	90	120	150	180
Min:Sec					

OBERLIN, KANSAS

Orig-A 08157



CATEGORY	A	B	C	D
S-35	3420-1	717 (800-1)	3420-2 717 (800-2)	NA
CIRCLING	3420-1	717 (800-1)	3420-2 717 (800-2)	NA

OBERLIN MUNI (OIN)

## NDB or GPS RWY 35

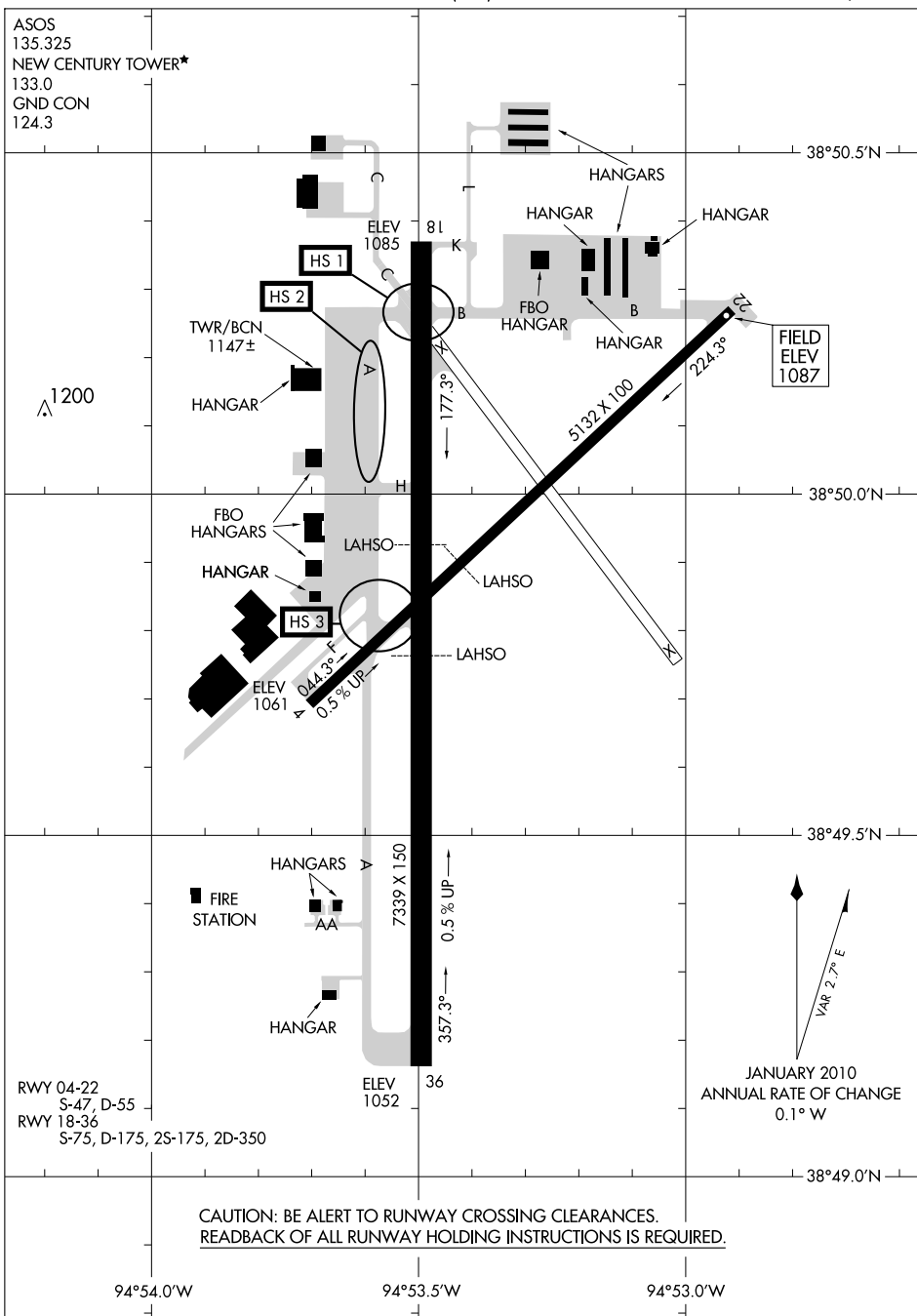
## AIRPORT DIAGRAM

AL-302 (FAA)

OLATHE/NEW CENTURY AIRCENTER (IXD)  
OLATHE, KANSAS

ASOS  
135.325  
NEW CENTURY TOWER\*  
133.0  
GND CON  
124.3

NC-2, 23 SEP 2010 to 21 OCT 2010



NC-2, 23 SEP 2010 to 21 OCT 2010

## AIRPORT DIAGRAM

OLATHE, KANSAS  
OLATHE/NEW CENTURY AIRCENTER (IXD)

**JOHNSON CO EXECUTIVE**

(OJC) 4 SE UTC-6(-5DT) N38°50.86' W94°44.26'

KANSAS CITY

1096 B S4 FUEL 100LL, JET A OX 2, 4 TPA—See Remarks NOTAM FILE OJC

L-10J, A

RWY 18-36: H4098X75 (CONC) S-12.5 MIRL 1.1% up N

IAP, AD

RWY 18: VASI(V2R)—GA 3.0° TCH 25'. RWY 36: MALSR. VASI(V4L)—GA 3.0° TCH 40'. Tree.

**AIRPORT REMARKS:** Attended continuously. Birds and waterfowl on and in/ovf arpt. Acft exceeding 12,500 lbs must ctc arpt manager at 913-715-6000 for PPR. Upon takeoff for Rwy 18 and 36 maintain rwy heading until passing 1,600' MSL. TPA low performance acft 2096(1000), high performance acft 2596(1500). ACTIVATE VASI Rwy 18 MALSR Rwy 36—CTAF. VASI Rwy 18 and Rwy 36 on 24 hrs.

**WEATHER DATA SOURCES:** ASOS (913) 780-6969. LAWRs.**COMMUNICATIONS:** CTAF 126.0 ATIS 119.35 (913)764-9272 UNICOM 122.95

RCO 122.15 (COLUMBIA RADIO)

R KANSAS CITY APP/DEP CON 118.9

EXECUTIVE TOWER 126.0 (1300-0300Z) GND CON 121.6

**AIRSPACE:** CLASS D svc 1300-0300Z other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE OJC.

(T) VORW/DME 113.0 OJC Chan 77 N38°50.44' W94°44.21' at fld. 1034/6E.

DUSTT NDB (LOM) 368 IX N38°44.32' W94°53.51' 044° 9.8 NM to fld. NOTAM FILE IXD.

FUROR NDB (LOM) 526 OJ N38°56.12' W94°44.28' 176° 5.2 NM to fld.

HERBB NDB (LOM) 420 PK N38°45.19' W94°44.21' 356° 5.7 NM to fld. LOM unmonitored.

ILS 111.1 I-OJC Rwy 18. LOM FUROR NDB. Loc only. Unmonitored when twr clsd.

ILS 108.3 I-PKX Rwy 36. LOM HERBB NDB. Loc only. Loc unusable by 17 NM bto 3000'. Unmonitored when twr clsd.

**COMM/NAV/WEATHER REMARKS:** Freq 121.5 not available at tower.

HELIPAD H1: H100X75 (ASPH)

HELIPORT REMARKS: Helipad H1 CLOSED indefinitely.

**NEW CENTURY AIRCENTER**

(IXD) 4 SW UTC-6(-5DT) N38°49.86' W94°53.42'

KANSAS CITY

1087 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See remarks NOTAM FILE IXD

H-5C, L-10J, A

RWY 18-36: H7339X150(ASPH) S-75, D-175, 2S-175, 2D-350 HIRL 0.5% up N

IAP, AD

RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 46'.

RWY 36: MALSR. Pole. Rgt tfc.

RWY 04-22: H5132X100 (ASPH) S-47, D-55 MIRL 0.5% up NE

RWY 04: PAPI(P4L)—GA 3.0° TCH 31'. Bldg. Rgt tfc.

RWY 22: Road.

**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 18	04-22	2700
RWY 22	18-36	3300
RWY 36	04-22	3650

**AIRPORT REMARKS:** Attended Sun-Thu-all hrs, Fri-Sat 1200-0500Z.

Birds and waterfowl on and in/ovf arpt. Twr view of SW end of Twy F and Rwy 04-22 is obscured. Low sun angles reduce visibility when crossing Rwy 18-36 from Twy A or B. When twr clsd ACTIVATE MALSR Rwy 36—CTAF. VASI Rwy 18 on 24 hrs. TPA single-engine acft 2087(1000), multi-engine turbine acft 2587(1500).

**WEATHER DATA SOURCES:** ASOS 135.325 (913) 780-6987.**COMMUNICATIONS:** CTAF 133.0 UNICOM 122.95

R KANSAS CITY APP/DEP CON 118.9

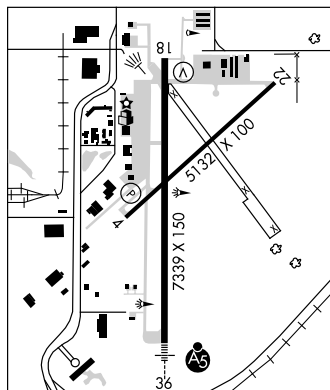
TOWER 133.0 (1200-0400Z) GND CON 124.3

**AIRSPACE:** CLASS D svc 1200-0400Z other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE OJC.

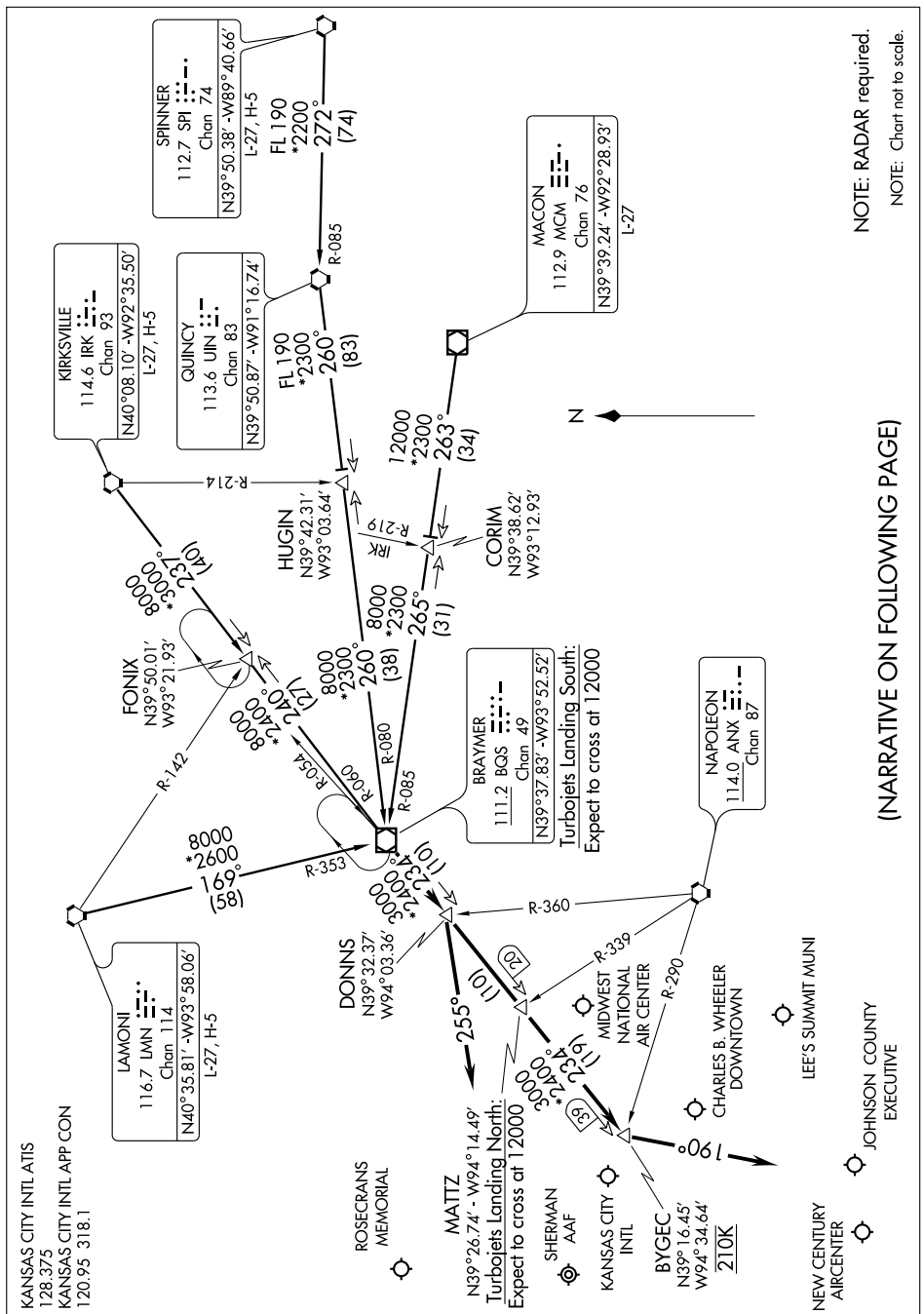
JOHNSON CO (T) VORW/DME 113.0 OJC Chan 77 N38°50.44' W94°44.21' 259° 7.2 NM to fld. 1034/6E.

DUSTT NDB (LOM) 368 IX N38°44.32' W94°53.51' 357° 5.5 NM to fld.

ILS/DME 110.9 I-OJC Chan 46 Rwy 36. LOM DUSTT NDB. Unmonitored when tower clsd.



NC-3, 23 SEP 2010 to 21 OCT 2010



(NARRATIVE ON FOLLOWING PAGE)

NC-3, 23 SEP 2010 to 21 OCT 2010

## ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and

OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

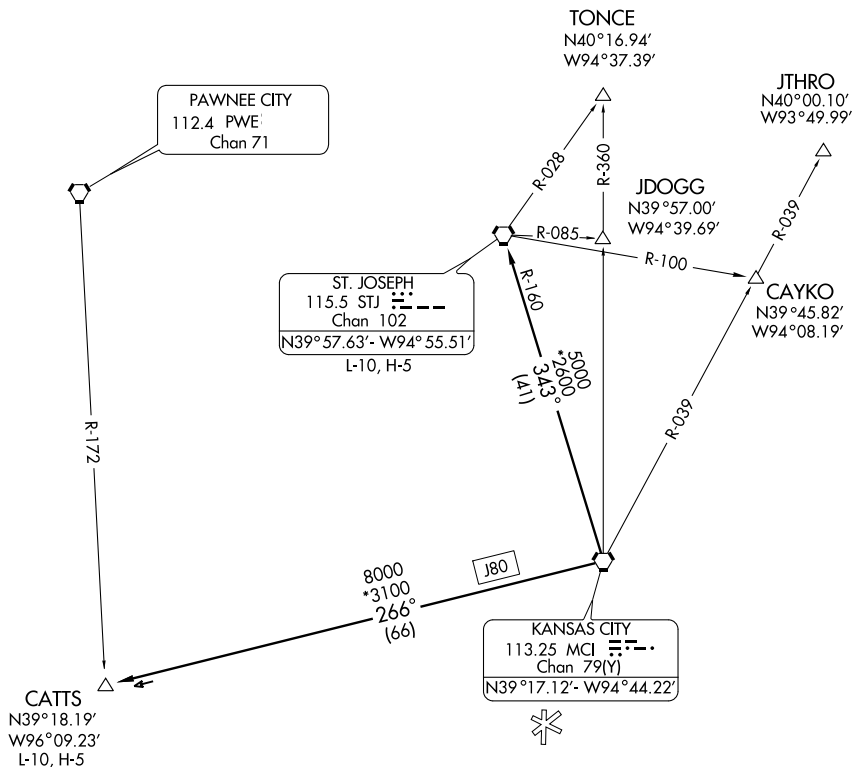
NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

## CHIEF THREE DEPARTURE

SL-302 (FAA)

OLATHE, KANSAS

KANSAS CITY DEP CON  
118.9 294.7

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.



## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DODGE CITY, KS		
DODGE CITY RGNL (DDC)	HS 1	Ramp is in close proximity to rwy.
GARDEN CITY, KS		
GARDEN CITY RGNL (GCK)	HS 1	Back taxi required for full length Rwy 12.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
	HS 3	Twy A leads to int or Rwy 30.
GRAND ISLAND, NE		
CENTRAL NEBRASKA RGNL (GRI)	HS 1	Twy B crosses Rwy 17.
	HS 2	Twy C crosses Rwy 17 at the ramp.
HUTCHINSON, KS		
HUTCHINSON MUNI (HUT)	HS 1	Complex twy/rwy crossings.
	HS 2	Close proximity rwy boundary markings.
LIBERAL, KS		
LIBERAL MID-AMERICA RGNL (LBL)	HS 1	Multiple rws and twys intersect in small area.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
LINCOLN, NE		
LINCOLN (LNK)	HS 1	Complex int of rws and twys.
	HS 2	Apch holding position on twy near run up area.
MANHATTAN, KS		
MANHATTAN RGNL (MHK)	HS 1	Terminal ramp at Twy D intersects with Rwy 03-21.
	HS 2	Twy A intersects with Rwy 13-31.
OLATHE, KS		
JOHNSON COUNTY EXECUTIVE (OJC)	HS 1	Twy crosses rwy.
	HS 2	Unusual holding position.
OLATHE, KS		
NEW CENTURY AIRCENTER (IXD)	HS 1	Complex twy/rwy int.
	HS 2	Military ramp near twy.
	HS 3	Complex twy/rwy ints in area of limited twr visibility.
OMAHA, NE		
EPPLEY AIRFIELD (OMA)	HS 1	Complex twy int.
	HS 2	Rwy safety area in close proximity to ramp.
	HS 3	Rwy safety area in close proximity to ramp.
SALINA, KS		
SALINA MUNI (SLN)	HS 1	Twy E int departures Rwy 17-35.
	HS 2	Twy B intersects Rwy 12-30 and Rwy 17-35. Close proximity rwy boundary hold markings.
TOPEKA, KS		
FORBES FIELD (FOE)	HS 1	Twy A turns southwest to access the apch end of Rwy 03.
	HS 2	Twy A turns south to apch end Rwy 03. Not visible from twr.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

## HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
TOPEKA, KS		
PHILIP BILLARD MUNI (TOP)	HS 1	Ramp area and twy int in close proximity to rwys.
WICHITA, KS		
WICHITA MID-CONTINENT (ICT)	HS 1	Confusing ramp exit/entrance.
	HS 2	Twy/rwy crossing.
	HS 3	Confusing twy/rwy int.

\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-IXD <b><u>110.9</u></b> Chan <b>46</b>	APP CRS <b>356°</b>	Rwy Idg <b>7339</b> TDZE <b>1066</b> Apt Elev <b>1087</b>
--	------------------------	---

ILS or LOC RWY 36  
OLATHE/NEW CENTURY AIRCENTER (IXD)

**T** If local altimeter setting not received, use Johnson County Executive altimeter setting and increase all DA/MDAs 20 feet. VDP NA with **A** Johnson County Executive altimeter setting. ADF required.

MALSR

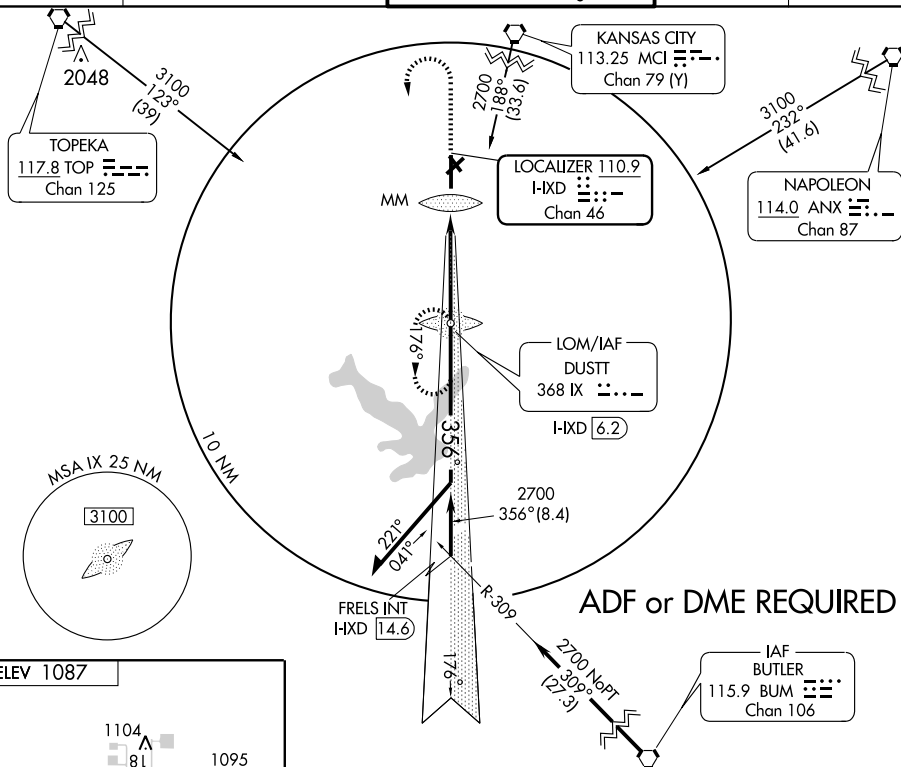
**MISSED APPROACH:** Climb to 3000 then left turn direct DUSTT LOM and hold.

ASOS  
135.325

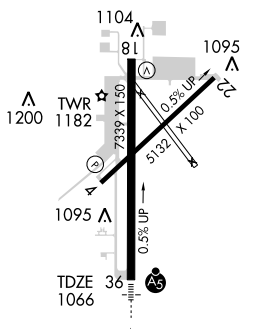
KANSAS CITY APP CON  
118.9 294.7

NEW CENTURY TOWER ★  
133.0 (CTAF) L

GND CON  
**124.3**

UNICOM  
122.95

ELEV 1087

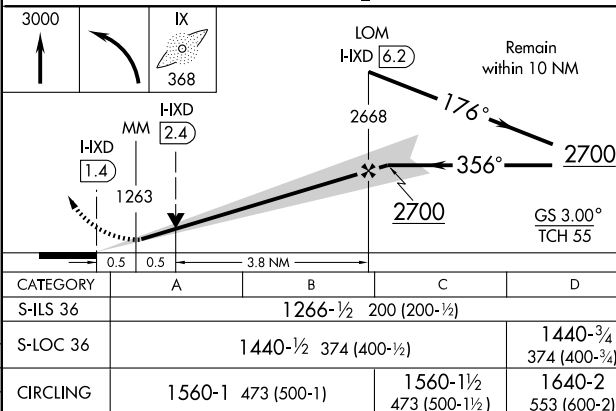


REIL Rwy 18  
MIRL Rwy 4-22  
HIRL Rwy 18-36

356° 4.8 NM  
from FAF

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



OLATHE, KANSAS  
Amdt 6A 09239

38°50'N-94°53'W

OLATHE/NEW CENTURY AIRCENTER (IXD)

ILS or LOC RWY 36

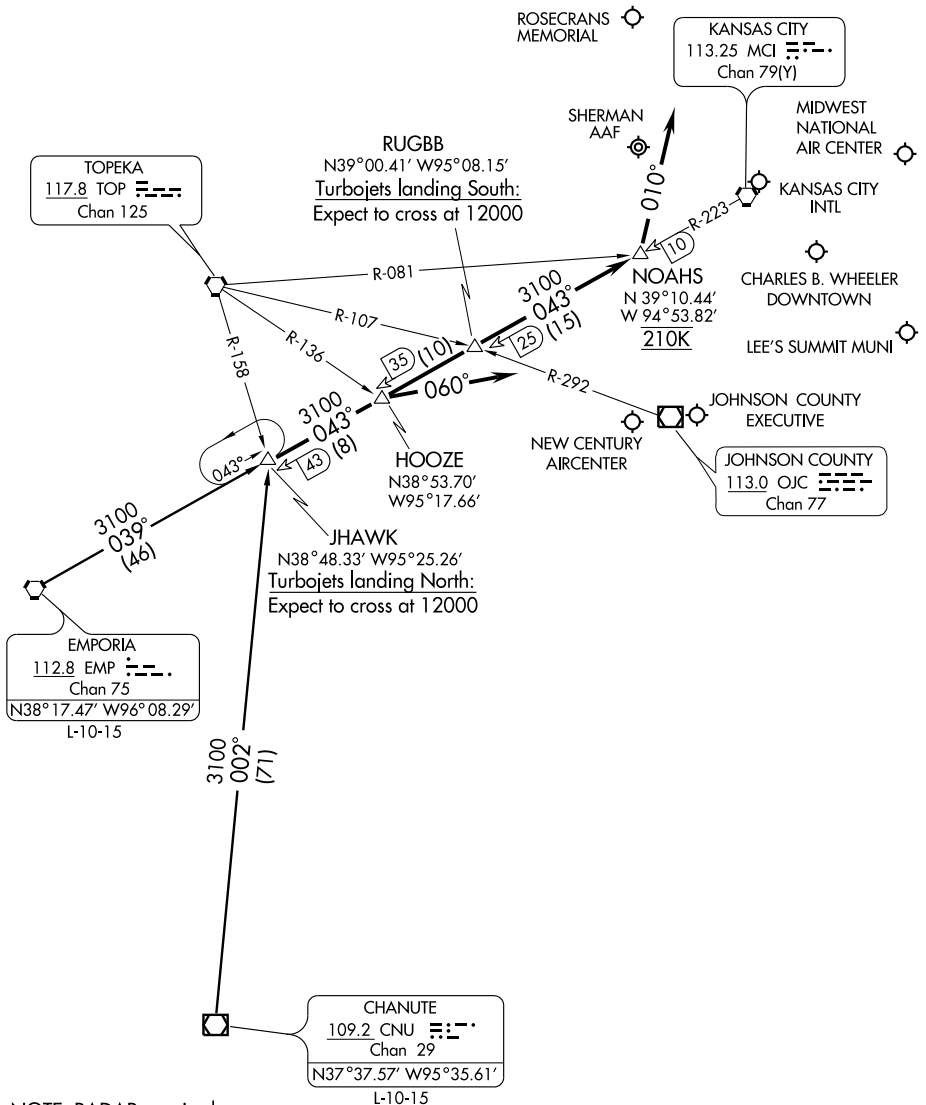
NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

## JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS  
128.375  
KANSAS CITY APP CON  
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

## JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....

Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT.

Thence...

....Expect radar vectors to final approach course.

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

## LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
HUTCHINSON, KS			
HUTCHINSON MUNI (HUT)	13	04-22	5,250 feet
	17	04-22	3,200 feet
	22	13-31	3,400 feet
	31	17-35	2,800 feet
OLATHE, KS			
NEW CENTURY AIRCENTER (IXD)	18	04-22	2,700 feet
	36	04-22	3,650 feet
	22	18-36	3,300 feet

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

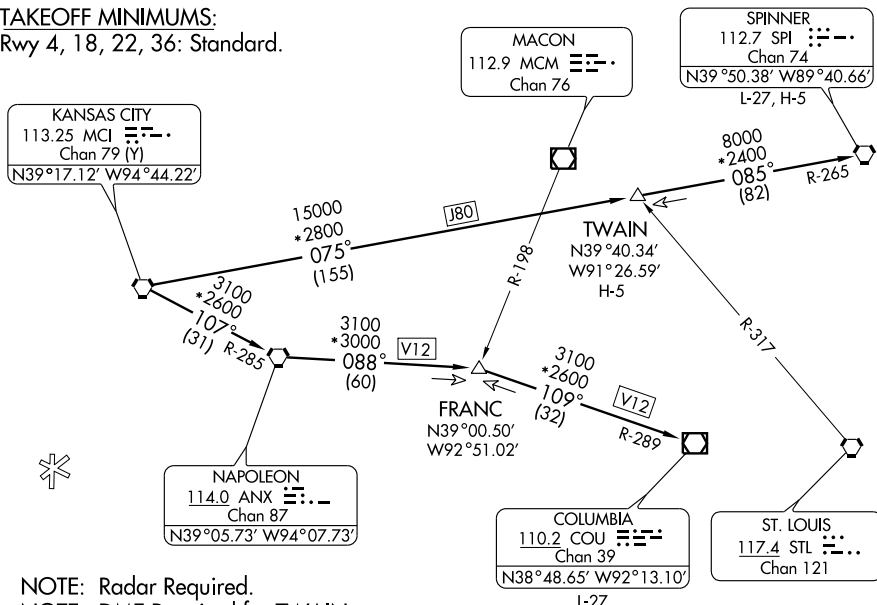
# (LAKES5.MCI) 09295 LAKES FIVE DEPARTURE

OLATHE/NEW CENTURY AIRCENTER (IXD)  
SL-302 (FAA) OLATHE, KANSAS

KANSAS CITY DEP CON  
118.9 294.7

NOTE: Chart not to scale.

**TAKEOFF MINIMUMS:**  
Rwy 4, 18, 22, 36: Standard.



NOTE: Radar Required.  
NOTE: DME Required for TWAIN  
and SPINNER Transitions.

## Takeoff Obstacles:

Rwy 4, fence 204 feet from DER, 256 feet right of centerline, 10' AGL/1096' MSL. Obstruction light 296 feet from DER, 163 feet right of centerline, 19' AGL/1098' MSL. Obstruction light 492 feet from DER, 43 feet left of centerline, 16' AGL/1095' MSL. Tree 1529 feet from DER, 125 feet left of centerline, 60' AGL/1149' MSL. Tree 1824 feet from DER, 665 feet right of centerline, 59' AGL/1171' MSL.

Rwy 18, tree 1899 feet from DER, 8 feet left of centerline, 64' AGL/1103' MSL. Tree 2051 feet from DER, 662 feet right of centerline, 50' AGL/1108' MSL.

Rwy 36 ground beginning 16 feet from DER, from 407 feet right to 487 feet left of centerline, 1088' MSL.

## DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

**COLUMBIA TRANSITION (LAKES5.COU):** From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

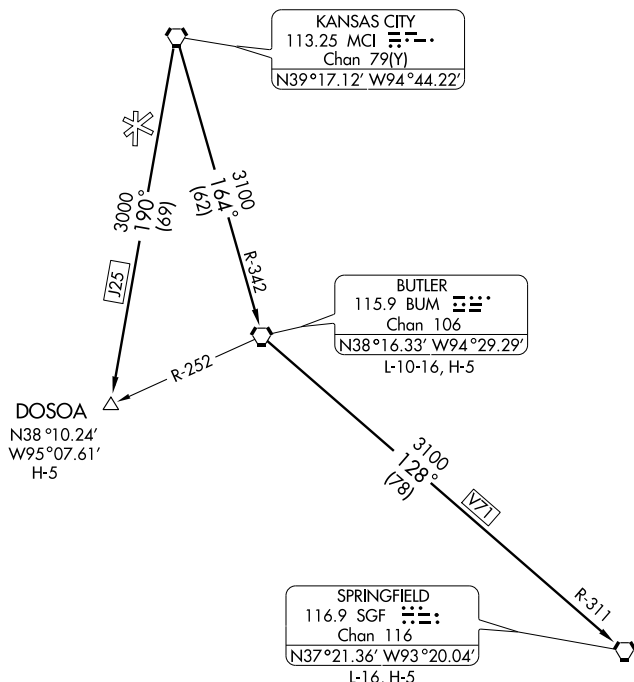
**SPINNER TRANSITION (LAKES5.SPI):** From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

**TWAIN TRANSITION (LAKES5.TWAIN):** From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

## RACER THREE DEPARTURE

SL-302 (FAA)

OLATHE, KANSAS

KANSAS CITY DEP CON  
118.9 294.7

NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

**BUTLER TRANSITION (RACER3.BUM):** From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

**DOSOA TRANSITION (RACER3.DOSOA):** From over MCI VORTAC via MCI R-190 to DOSOA INT.

**SPRINGFIELD TRANSITION (RACER3.SGF):** From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.



APP CRS	Rwy Idg	<b>7339</b>
<b>176°</b>	TDZE	<b>1085</b>
	Apt Elev	<b>1087</b>

## RNAV (GPS) RWY 18

OLATHE/ NEW CENTURY AIRCENTER (IXD)

**T** DME/DME RNP-0.3 NA. If local altimeter setting not received, use  
**A** Johnson County Executive altimeter setting and increase all MDAs 20 feet.

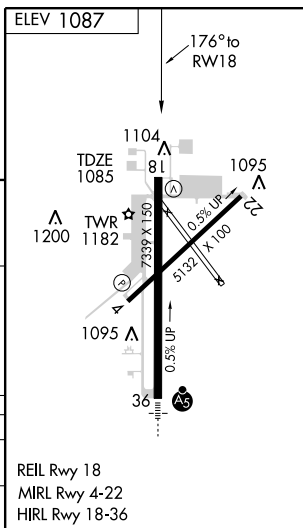
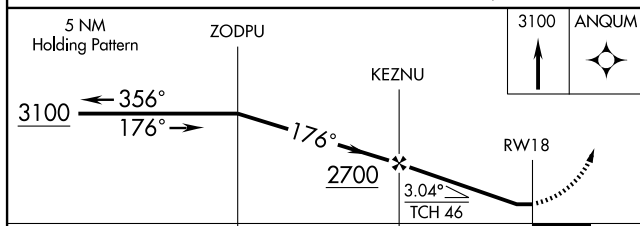
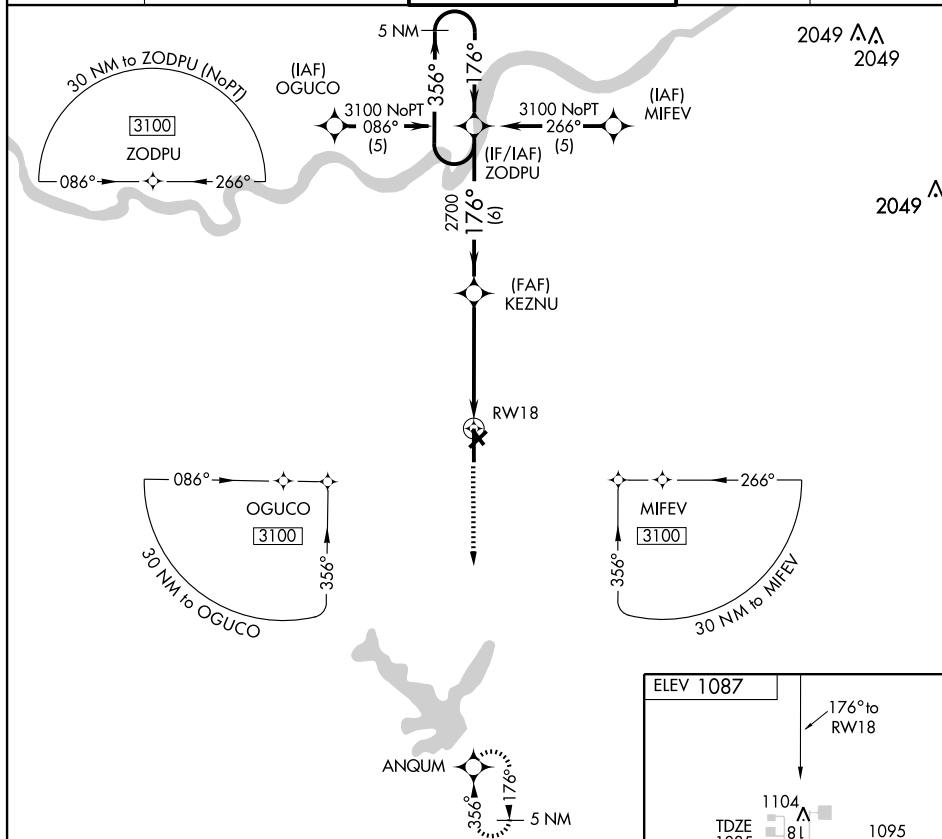
**MISSED APPROACH:** Climb to 3100 direct ANQUM and hold.

ASOS  
135.325

KANSAS CITY APP CON  
118.9 294.7

NEW CENTURY TOWER ★  
133.0 (CTAF) ●

GND CON  
**124.3**

UNICOM  
122.95

	6 NM		4.9 NM		
CATEGORY	A	B	C	D	
LNAV MDA	1500-1	415 (500-1)	1500-1¼	415 (500-1¼)	
CIRCLING	1560-1	473 (500-1)	1560-1½ 473 (500-1½)	1640-2 553 (600-2)	

OLATHE, KANSAS  
Amdt 2 09239

38°50'N-94°53'W

OLATHE/NEW CENTURY AIRCENTER (IXD)

## RNAV (GPS) RWY 18

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

WAAS CH <b>81807</b> <b>W36A</b>	APP CRS <b>356°</b>	Rwy Idg <b>7339</b> TDZE <b>1066</b> Apt Elev <b>1087</b>
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# RNAV (GPS) RWY 36

OLATHE/NEW CENTURY AIRCENTER (IXD)

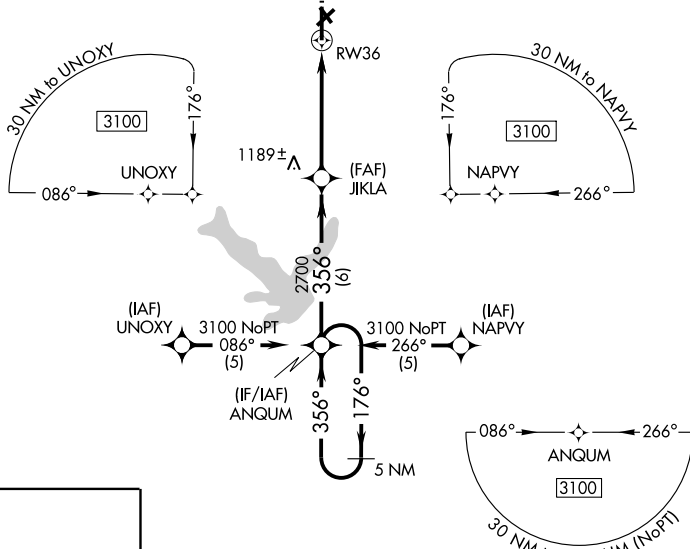
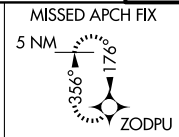
**▼** DME/DME RNP-0.3 NA. For inoperative MALS, increase LNAV Cat. D visibility to 1¼ and LPV visibility to 1 all categories. If local altimeter setting not received, use Johnson County Executive altimeter setting and increase all DA/MDAs 20 feet. VDP NA with Johnson County Executive altimeter setting.



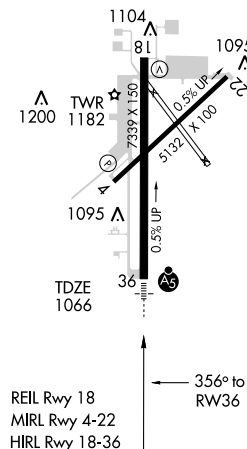
MISSED APPROACH: Climb to 3100 direct ZODPU and hold.

ASOS <b>135.325</b>	KANSAS CITY APP CON <b>118.9 294.7</b>	NEW CENTURY TOWER ★ <b>133.0 (CTAF) 0</b>	GND CON <b>124.3</b>	UNICOM <b>122.95</b>
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△ 2048

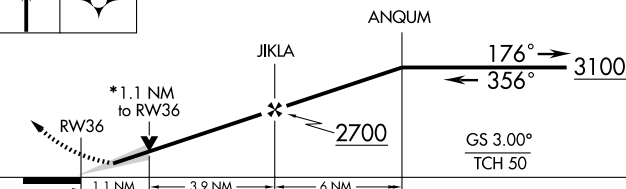


ELEV 1087



\* LNAV only.

5 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA	1316-1/2 250 (300-1/2)			
LNAV/VNAV DA	NA			
LNAV MDA	1440-1/2	374 (400-1/2)	1440-1	374 (400-1)
CIRCLING	1560-1	473 (500-1)	1560-1 1/2	1640-2
			473 (500-1 1/2)	553 (600-2)

## ROBINSON THREE ARRIVAL

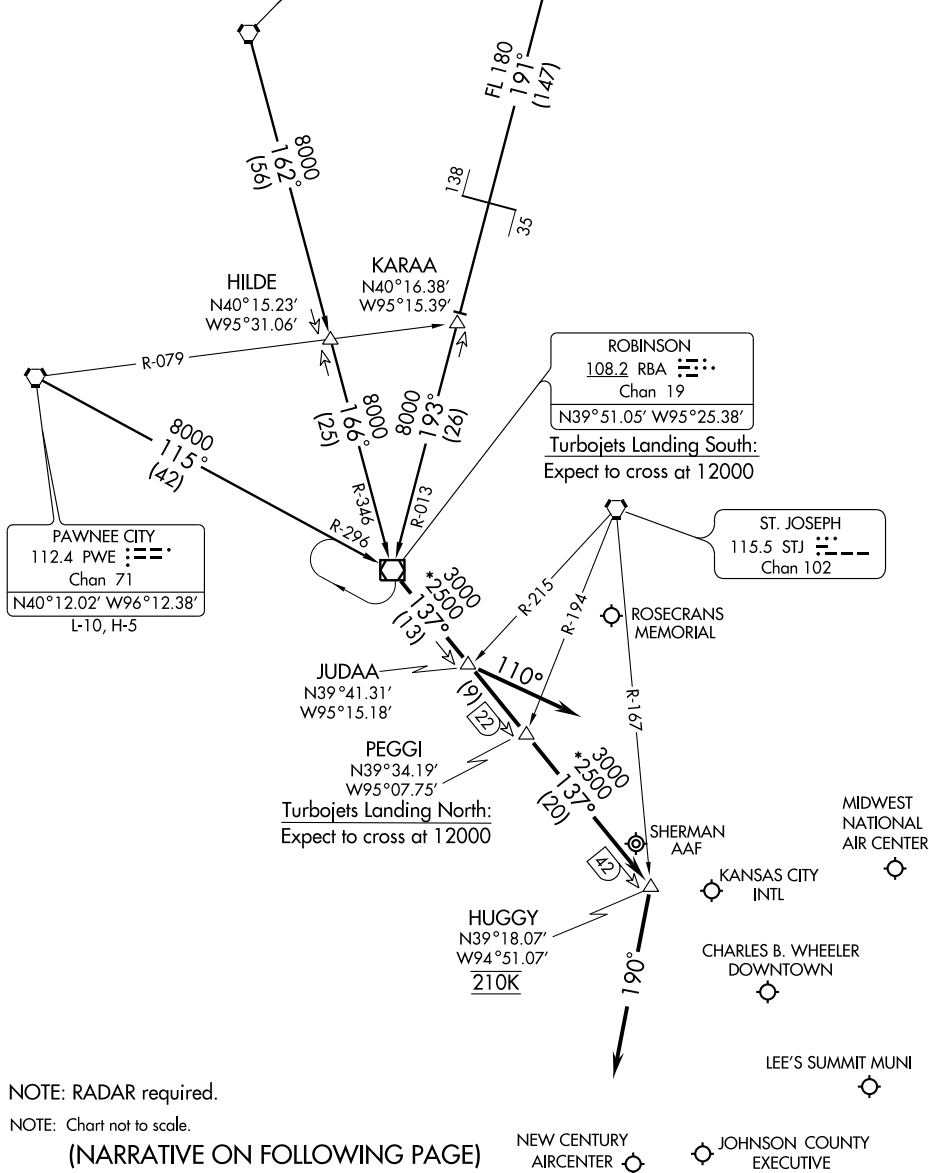
ST-780 (FAA)

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS  
128.375  
KANSAS CITY APP CON  
120.95 318.1

OMAHA  
116.3 OVR   
Chan 110  
N41°10.04' W95°44.20'  
L-10-12, H-5

FORT DODGE  
113.5 FOD   
Chan 82  
N42°36.67' W94°17.69'  
L-12, H-5



## ROBINSON THREE ARRIVAL

KANSAS CITY, MISSOURI

## ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .

PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....

Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

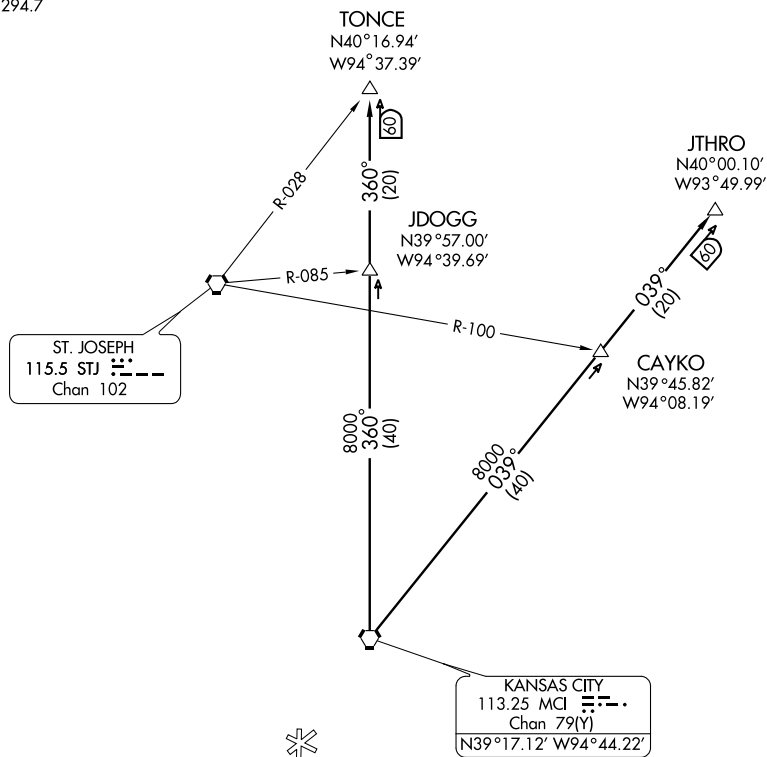
. . . . Expect radar vector to final approach course.

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

## ROYAL THREE DEPARTURE

KANSAS CITY DEP CON  
118.9 294.7



NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

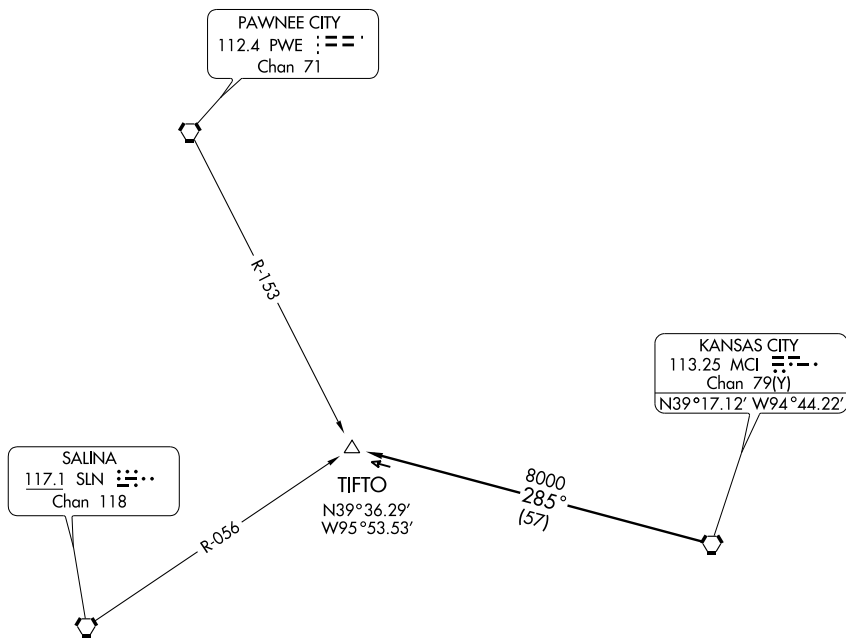
JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

## TIFTO TWO DEPARTURE

SL-302 (FAA)

OLATHE, KANSAS

KANSAS CITY DEP CON  
118.9 294.7

NC-2, 23 SEP 2010 to 21 OCT 2010

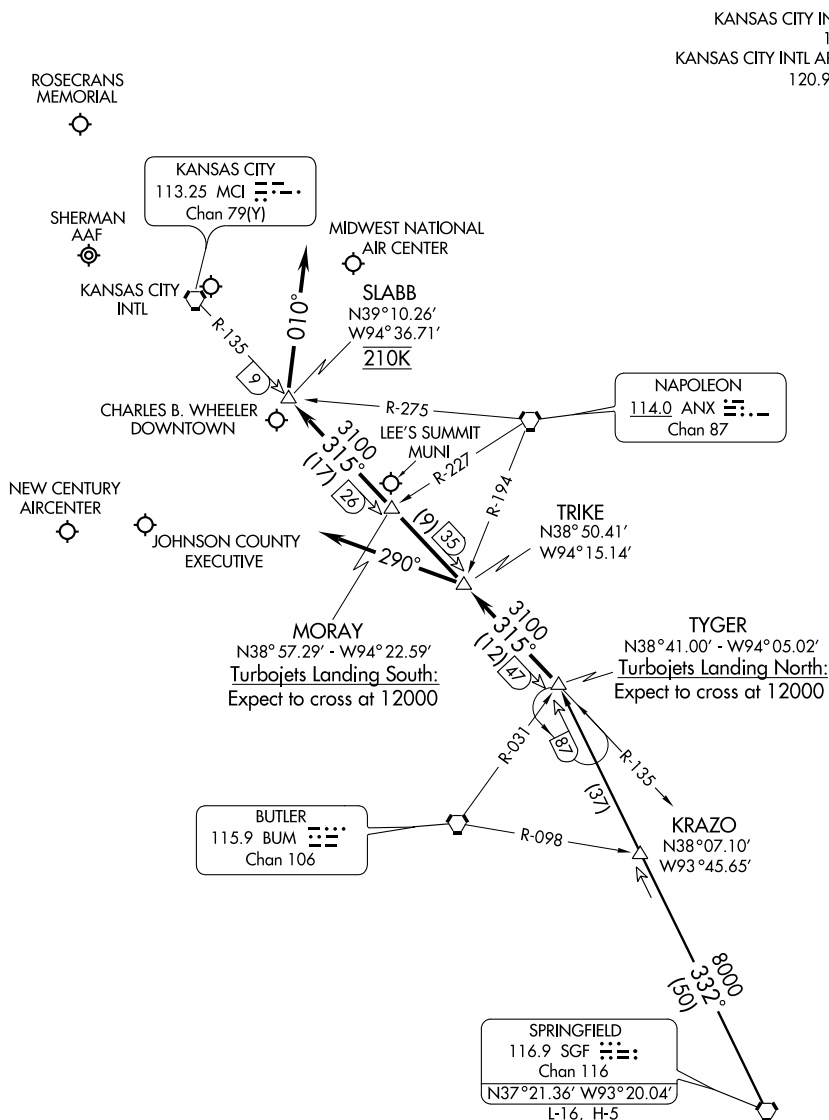
NC-2, 23 SEP 2010 to 21 OCT 2010



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010



VOR/DME OJC <b>113.0</b> Chan <b>77</b>	APP CRS <b>260°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>1087</b>
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**VOR-A**

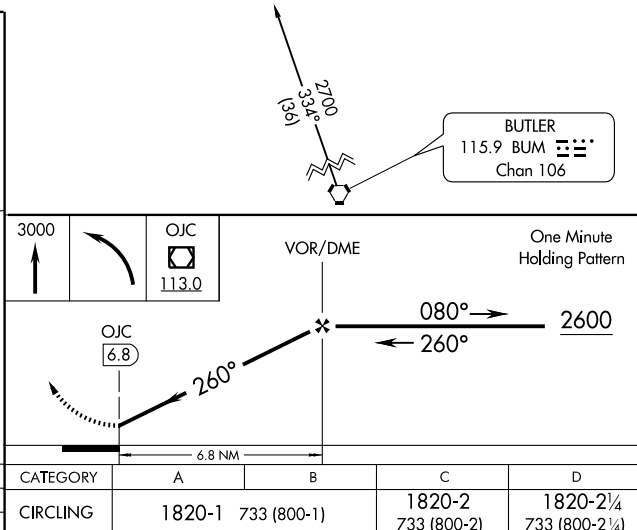
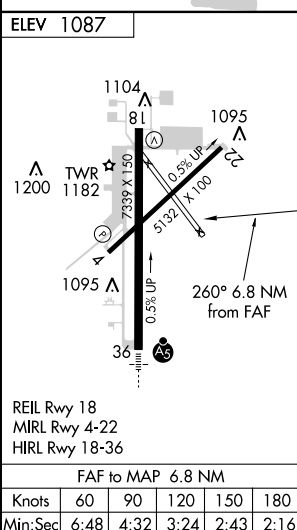
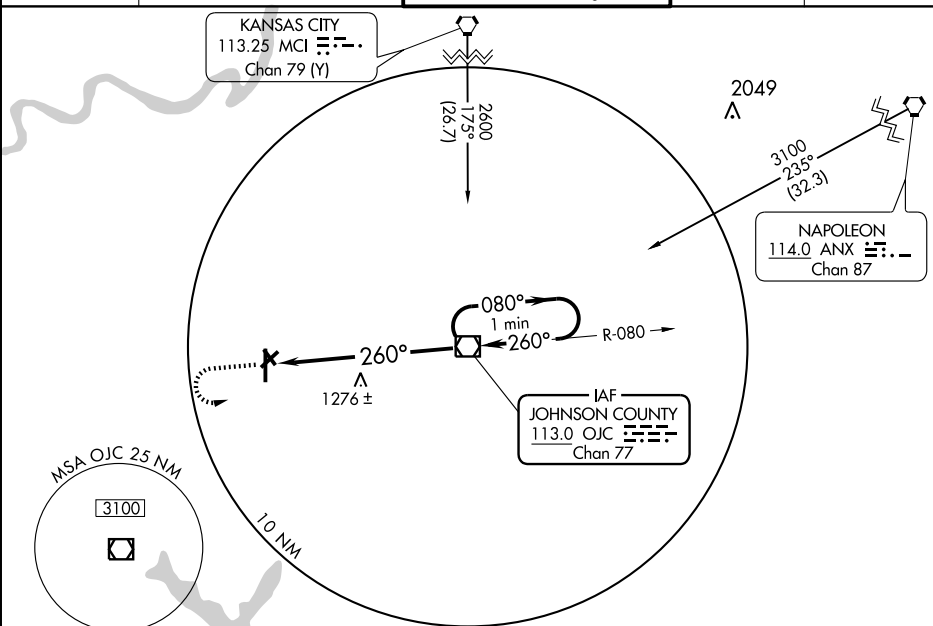
OLATHE/NEW CENTURY AIRCENTER (IXD)



If local altimeter setting not received, use Johnson County Executive altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 3000 then left turn direct OJC VOR/DME and hold.

ASOS <b>135.325</b>	KANSAS CITY APP CON <b>118.9 294.7</b>	NEW CENTURY TOWER ★ <b>133.0 (CTAF) 0</b>	GND CON <b>124.3</b>	UNICOM <b>122.95</b>
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**VOR-A**

## WILDCAT TWO DEPARTURE

SL-302 (FAA)

OLATHE, KANSAS

KANSAS CITY DEP CON  
118.9 294.7

KANSAS CITY  
113.25 MCI  
Chan 79(Y)  
N39°17.12' W94°44.22'

KENTN  
N39°08.80'  
W95°56.78'

4500  
253°  
(79)

J24

R-073

SALINA  
117.1 SLN  
Chan 118  
N38°55.51' W97°37.28'  
L-10, H-5

8000  
215°  
(114)

R-035

WICHITA  
113.8 ICT  
Chan 85  
N37°44.71' W97°35.03'  
L-10-15, H-5

EMPORIA  
112.8 EMP  
Chan 75

NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

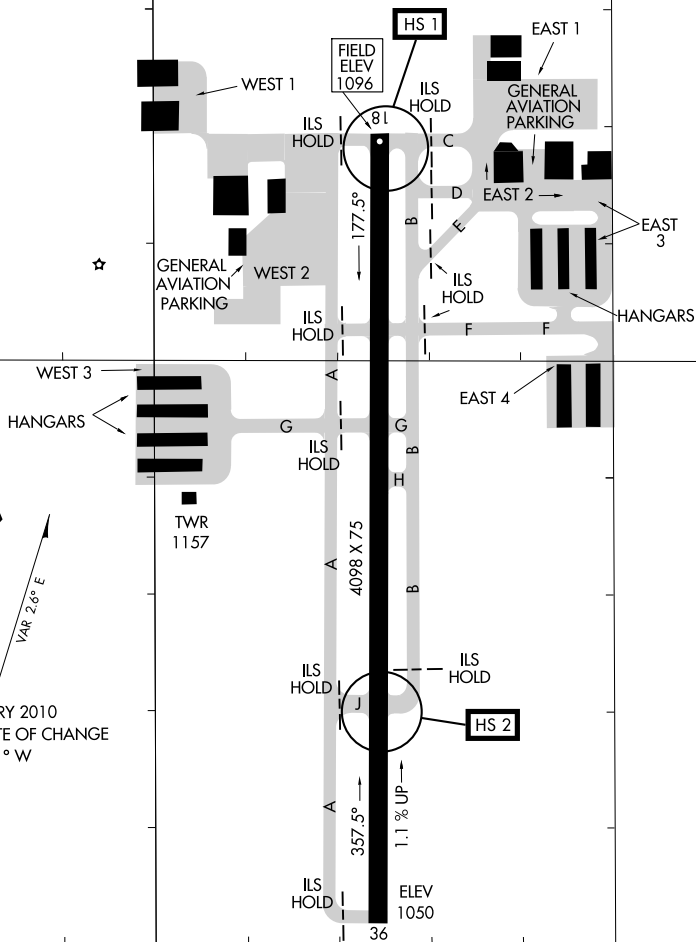
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

ATIS  
 119.35  
 EXECUTIVE TOWER ★  
 126.0 225.4  
 GND CON  
 121.6



WEST 3

## HANGARS

TWR  
1157

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

RWY 18-36  
S-12.5

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. |  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

94° 44.5' W

94°44.0'W

# AIRPORT DIAGRAM

10266

OLATHE, KANSAS  
OLATHE/JOHNSON COUNTY EXECUTIVE (OJC)

NC-2, 23 SEP 2010 to 21 OCT 2010

**JOHNSON CO EXECUTIVE**

(OJC) 4 SE UTC-6(-5DT) N38°50.86' W94°44.26'

KANSAS CITY

1096 B S4 FUEL 100LL, JET A OX 2, 4 TPA—See Remarks NOTAM FILE OJC

L-10J, A

RWY 18-36: H4098X75 (CONC) S-12.5 MIRL 1.1% up N

IAP, AD

RWY 18: VASI(V2R)—GA 3.0° TCH 25'. RWY 36: MALSR. VASI(V4L)—GA 3.0° TCH 40'. Tree.

**AIRPORT REMARKS:** Attended continuously. Birds and waterfowl on and in/ovf arpt. Acft exceeding 12,500 lbs must ctc arpt manager at 913-715-6000 for PPR. Upon takeoff for Rwy 18 and 36 maintain rwy heading until passing 1,600' MSL. TPA low performance acft 2096(1000), high performance acft 2596(1500). ACTIVATE VASI Rwy 18 MALSR Rwy 36—CTAF. VASI Rwy 18 and Rwy 36 on 24 hrs.

**WEATHER DATA SOURCES:** ASOS (913) 780-6969. LAWRs.**COMMUNICATIONS:** CTAF 126.0 ATIS 119.35 (913)764-9272 UNICOM 122.95

RCO 122.15 (COLUMBIA RADIO)

R KANSAS CITY APP/DEP CON 118.9

EXECUTIVE TOWER 126.0 (1300-0300Z) GND CON 121.6

**AIRSPACE:** CLASS D svc 1300-0300Z other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE OJC.

(T) VORW/DME 113.0 OJC Chan 77 N38°50.44' W94°44.21' at fld. 1034/6E.

DUSTT NDB (LOM) 368 IX N38°44.32' W94°53.51' 044° 9.8 NM to fld. NOTAM FILE IXD.

FUROR NDB (LOM) 526 OJ N38°56.12' W94°44.28' 176° 5.2 NM to fld.

HERBB NDB (LOM) 420 PK N38°45.19' W94°44.21' 356° 5.7 NM to fld. LOM unmonitored.

ILS 111.1 I-OJC Rwy 18. LOM FUROR NDB. Loc only. Unmonitored when twr clsd.

ILS 108.3 I-PKX Rwy 36. LOM HERBB NDB. Loc only. Loc unusable by 17 NM bto 3000'. Unmonitored when twr clsd.

**COMM/NAV/WEATHER REMARKS:** Freq 121.5 not available at tower.

HELIPAD H1: H100X75 (ASPH)

HELIPORT REMARKS: Helipad H1 CLOSED indefinitely.

**NEW CENTURY AIRCENTER**

(IXD) 4 SW UTC-6(-5DT) N38°49.86' W94°53.42'

KANSAS CITY

1087 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See remarks NOTAM FILE IXD

H-5C, L-10J, A

RWY 18-36: H7339X150(ASPH) S-75, D-175, 2S-175, 2D-350 HIRL 0.5% up N

IAP, AD

RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 46'.

RWY 36: MALSR. Pole. Rgt tfc.

RWY 04-22: H5132X100 (ASPH) S-47, D-55 MIRL 0.5% up NE

RWY 04: PAPI(P4L)—GA 3.0° TCH 31'. Bldg. Rgt tfc.

RWY 22: Road.

**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 18	04-22	2700
RWY 22	18-36	3300
RWY 36	04-22	3650

**AIRPORT REMARKS:** Attended Sun-Thu-all hrs, Fri-Sat 1200-0500Z.

Birds and waterfowl on and in/ovf arpt. Twr view of SW end of Twy F and Rwy 04-22 is obscured. Low sun angles reduce visibility when crossing Rwy 18-36 from Twy A or B. When twr clsd ACTIVATE MALSR Rwy 36—CTAF. VASI Rwy 18 on 24 hrs. TPA single-engine acft 2087(1000), multi-engine turbine acft 2587(1500).

**WEATHER DATA SOURCES:** ASOS 135.325 (913) 780-6987.**COMMUNICATIONS:** CTAF 133.0 UNICOM 122.95

R KANSAS CITY APP/DEP CON 118.9

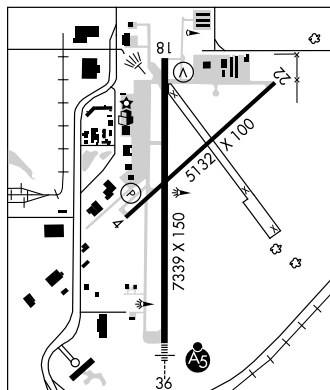
TOWER 133.0 (1200-0400Z) GND CON 124.3

**AIRSPACE:** CLASS D svc 1200-0400Z other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE OJC.

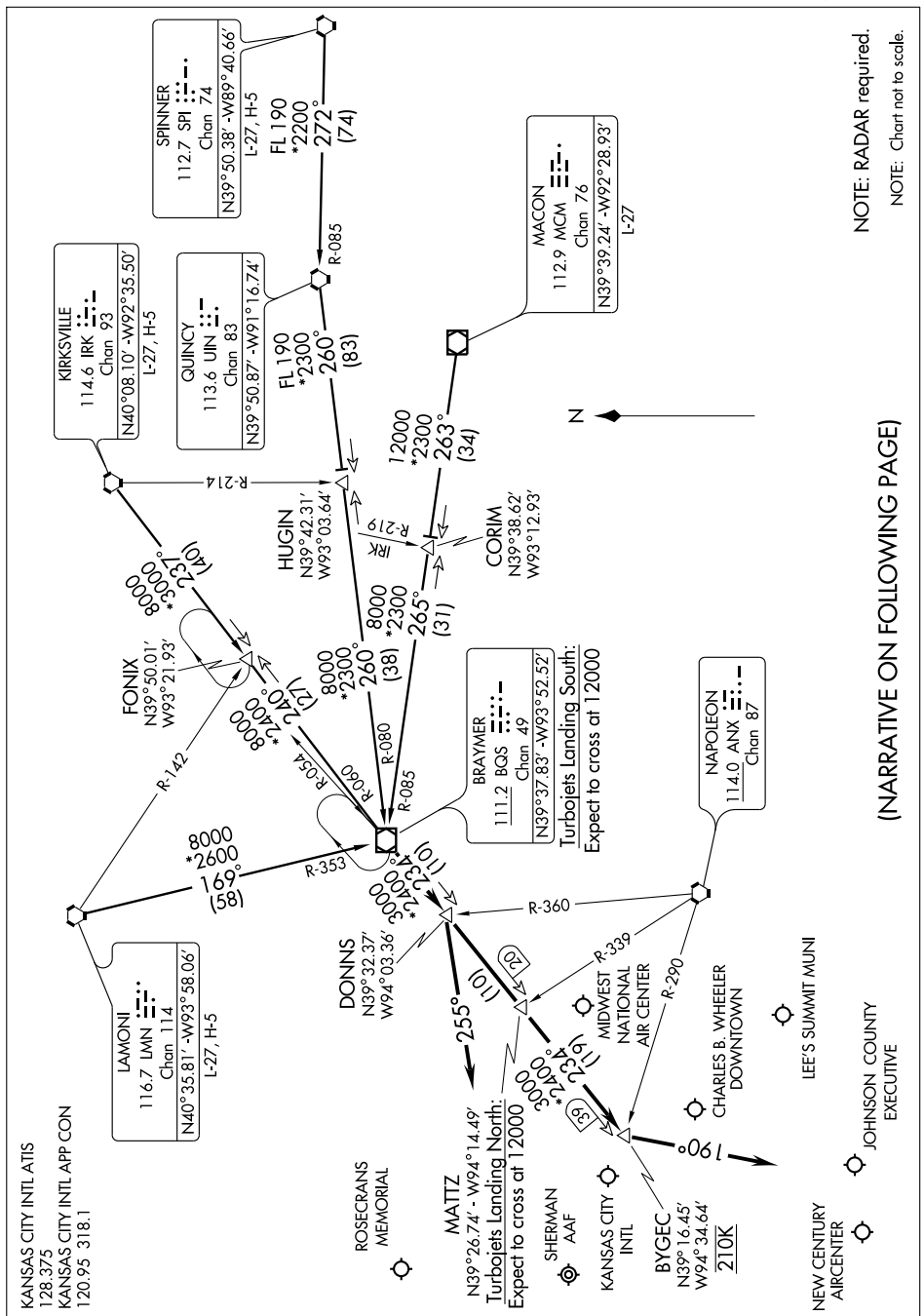
JOHNSON CO (T) VORW/DME 113.0 OJC Chan 77 N38°50.44' W94°44.21' 259° 7.2 NM to fld. 1034/6E.

DUSTT NDB (LOM) 368 IX N38°44.32' W94°53.51' 357° 5.5 NM to fld.

ILS/DME 110.9 I-OJC Chan 46 Rwy 36. LOM DUSTT NDB. Unmonitored when tower clsd.



NC-3, 23 SEP 2010 to 21 OCT 2010



(NARRATIVE ON FOLLOWING PAGE)

NC-3, 23 SEP 2010 to 21 OCT 2010

## ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and

OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

NC-3, 23 SEP 2010 to 21 OCT 2010

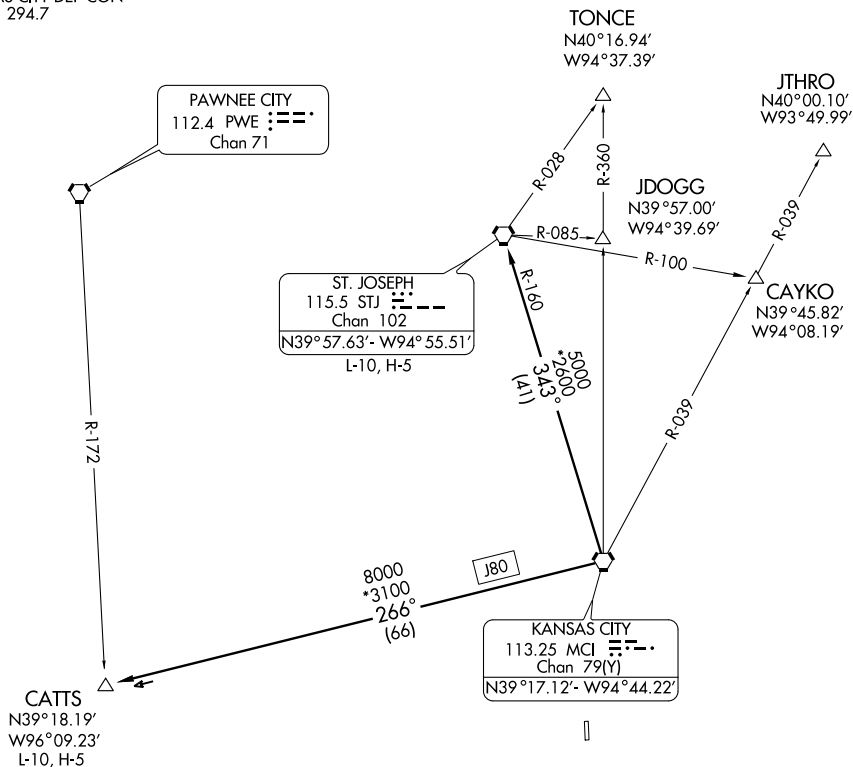
NC-3, 23 SEP 2010 to 21 OCT 2010

## CHIEF THREE DEPARTURE

SL-5687 (FAA)

OLATHE, KANSAS

ATIS 119.35  
KANSAS CITY DEP CON  
118.9 294.7



NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DODGE CITY, KS		
DODGE CITY RGNL (DDC)	HS 1	Ramp is in close proximity to rwys.
GARDEN CITY, KS		
GARDEN CITY RGNL (GCK)	HS 1	Back taxi required for full length Rwy 12.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
	HS 3	Twy A leads to int or Rwy 30.
GRAND ISLAND, NE		
CENTRAL NEBRASKA RGNL (GRI)	HS 1	Twy B crosses Rwy 17.
	HS 2	Twy C crosses Rwy 17 at the ramp.
HUTCHINSON, KS		
HUTCHINSON MUNI (HUT)	HS 1	Complex twy/rwy crossings.
	HS 2	Close proximity rwy boundary markings.
LIBERAL, KS		
LIBERAL MID-AMERICA RGNL (LBL)	HS 1	Multiple rwys and twys intersect in small area.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
LINCOLN, NE		
LINCOLN (LNK)	HS 1	Complex int of rwys and twys.
	HS 2	Apch holding position on twy near run up area.
MANHATTAN, KS		
MANHATTAN RGNL (MHK)	HS 1	Terminal ramp at Twy D intersects with Rwy 03-21.
	HS 2	Twy A intersects with Rwy 13-31.
OLATHE, KS		
JOHNSON COUNTY EXECUTIVE (OJC)	HS 1	Twy crosses rwy.
	HS 2	Unusual holding position.
OLATHE, KS		
NEW CENTURY AIRCENTER (IXD)	HS 1	Complex twy/rwy int.
	HS 2	Military ramp near twy.
	HS 3	Complex twy/rwy ints in area of limited twr visibility.
OMAHA, NE		
EPPLEY AIRFIELD (OMA)	HS 1	Complex twy int.
	HS 2	Rwy safety area in close proximity to ramp.
	HS 3	Rwy safety area in close proximity to ramp.
SALINA, KS		
SALINA MUNI (SLN)	HS 1	Twy E int departures Rwy 17-35.
	HS 2	Twy B intersects Rwy 12-30 and Rwy 17-35. Close proximity rwy boundary hold markings.
TOPEKA, KS		
FORBES FIELD (FOE)	HS 1	Twy A turns southwest to access the apch end of Rwy 03.
	HS 2	Twy A turns south to apch end Rwy 03. Not visible from twr.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)



## HOT SPOTS

(CONTINUED)

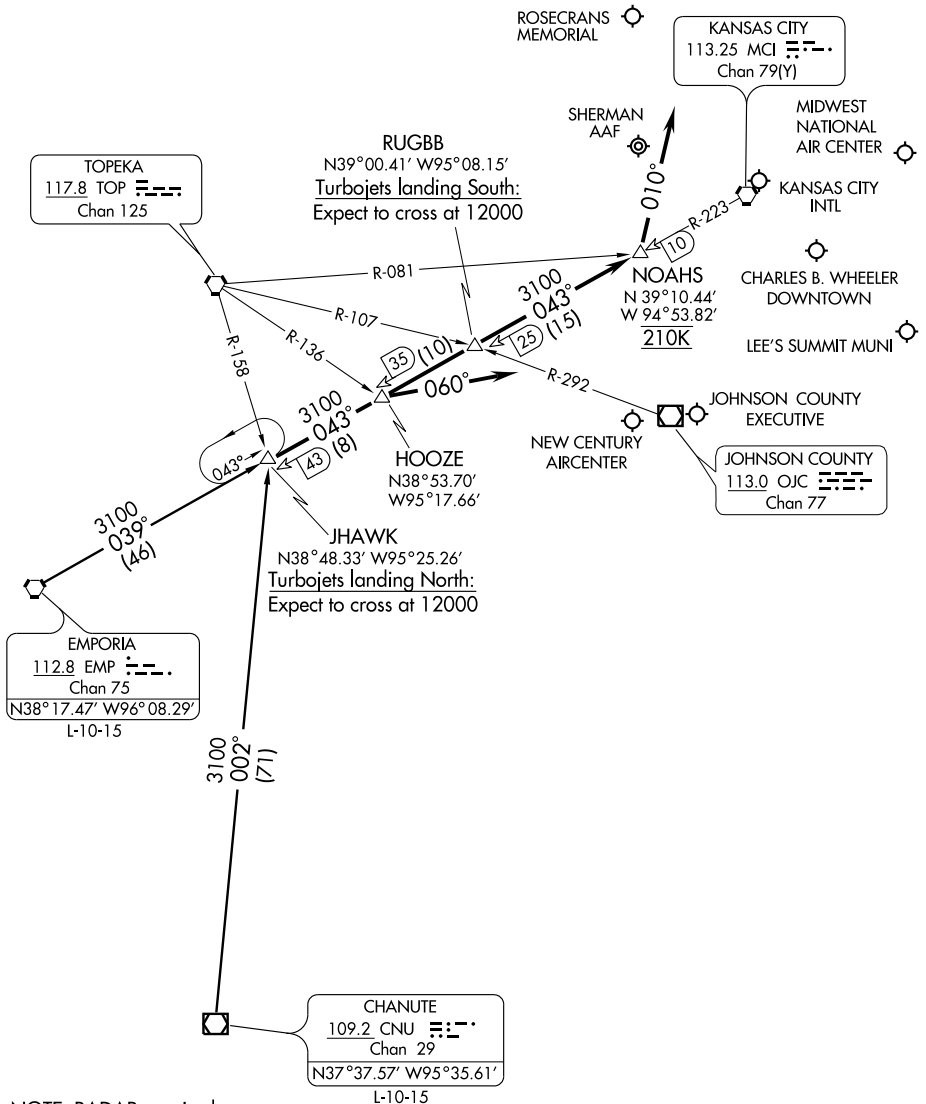
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
TOPEKA, KS		
PHILIP BILLARD MUNI (TOP)	HS 1	Ramp area and twy int in close proximity to rwys.
WICHITA, KS		
WICHITA MID-CONTINENT (ICT)	HS 1	Confusing ramp exit/entrance.
	HS 2	Twy/rwy crossing.
	HS 3	Confusing twy/rwy int.

\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

## JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS  
128.375  
KANSAS CITY APP CON  
120.95 318.1



(NARRATIVE ON FOLLOWING PAGE)

## JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....

Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT.

Thence...

....Expect radar vectors to final approach course.

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010



## LOC RWY 18

LOC I-OJC	APP CRS	Rwy Idg	<b>4098</b>
<b><u>111.1</u></b>	<b>176°</b>	TDZE	<b>1096</b>
		Apt Elev	<b>1096</b>

OLATHE/JOHNSON COUNTY EXECUTIVE (OJC)

**T** **A** NA \* MCI VORTAC feeder course is a flight check value.

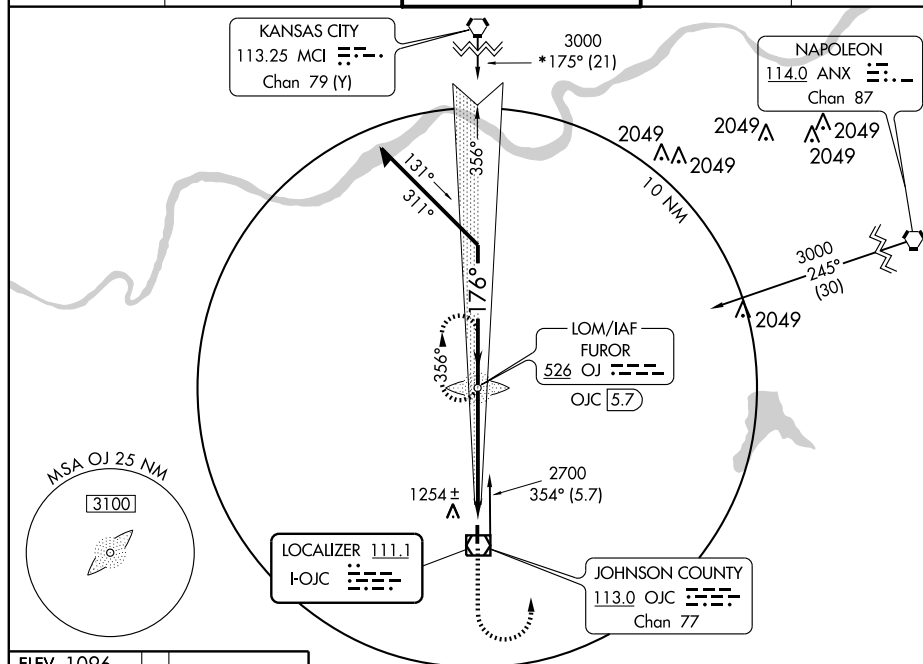
**MISSED APPROACH:** Climb to 1700 then left climbing turn to 2700 direct FUROR LOM/OJC 5.7 DME and hold.

ATIS  
**119.35**

KANSAS CITY APP CON  
118.9 294.7

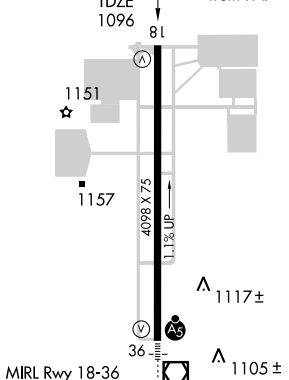
EXECUTIVE TOWER ★  
126.0(CTAF) **L** 225.4

GND CON  
**121.6**

UNICOM  
122.95

ELEV 1096

176° 4.9 NM  
from FAF

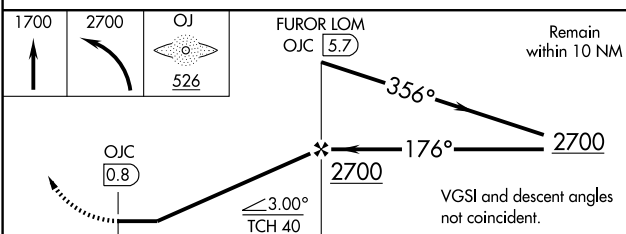


MIRL Rwy 18-36

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

## ADF REQUIRED



CATEGORY	A	B	C	D
S-18	1440-1 344 (400-1)			NA
CIRCLING	1620-1 524 (600-1)		1620-1½ 524 (600-1½ )	NA

OLATHE, KANSAS  
Amdt 7B 09239

OLATHE/JOHNSON COUNTY EXECUTIVE (OJC)

38°51'N - 94°44'W

LOC RWY 18

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

LOC I-PKX <b>108.3</b>	APP CRS <b>356°</b>	Rwy Idg TDZE Apt Elev	<b>4098</b> <b>1085</b> <b>1096</b>
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**LOC RWY 36**

OLATHE/JOHNSON COUNTY EXECUTIVE (OJC)

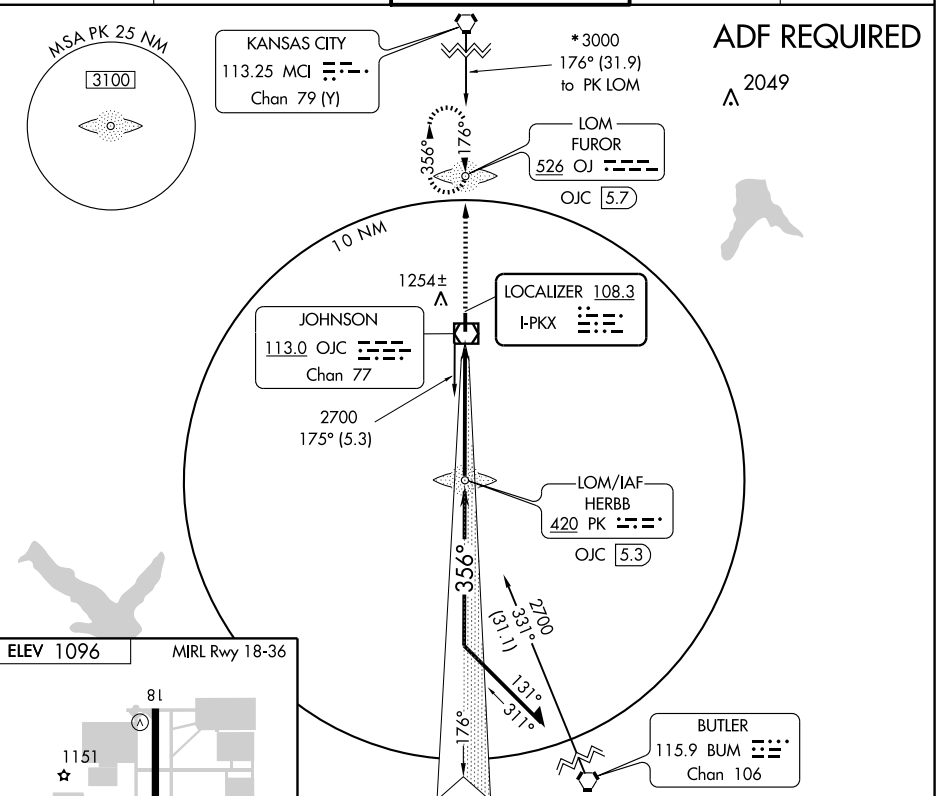
**▼** \* MCI VORTAC feeder course is a flight check value.  
**▲** NA For inoperative MALS, increase S-36 Cats A/B/C visibility to 1 mile.

MALS



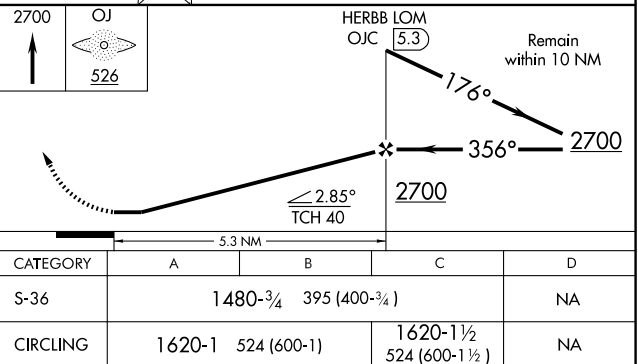
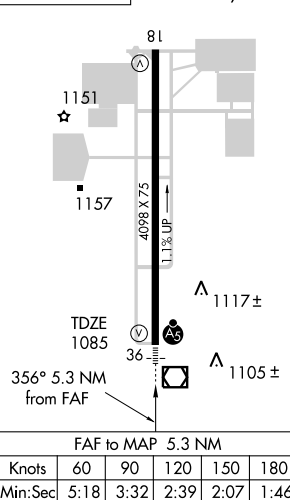
**MISSED APPROACH:** Climb to 2700  
 direct FUROR LOM/OJC 5.7 DME  
 and hold.

ATIS <b>119.35</b>	KANSAS CITY APP CON <b>118.9 294.7</b>	EXECUTIVE TOWER ★ <b>126.0 (CTAF) 225.4</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>
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**ADF REQUIRED**

▲ 2049

ELEV 1096 MRL Rwy 18-36

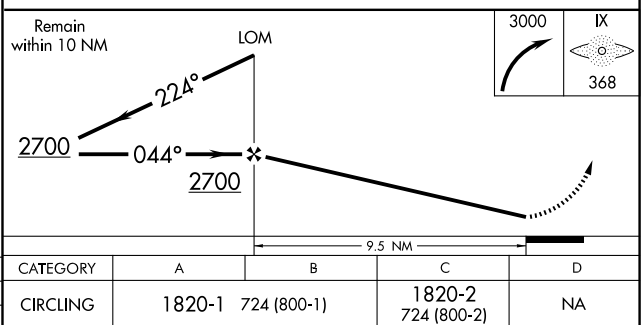
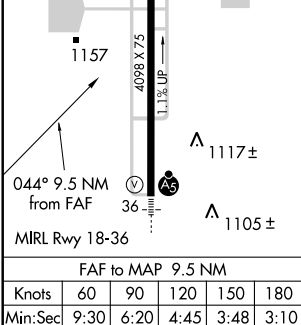
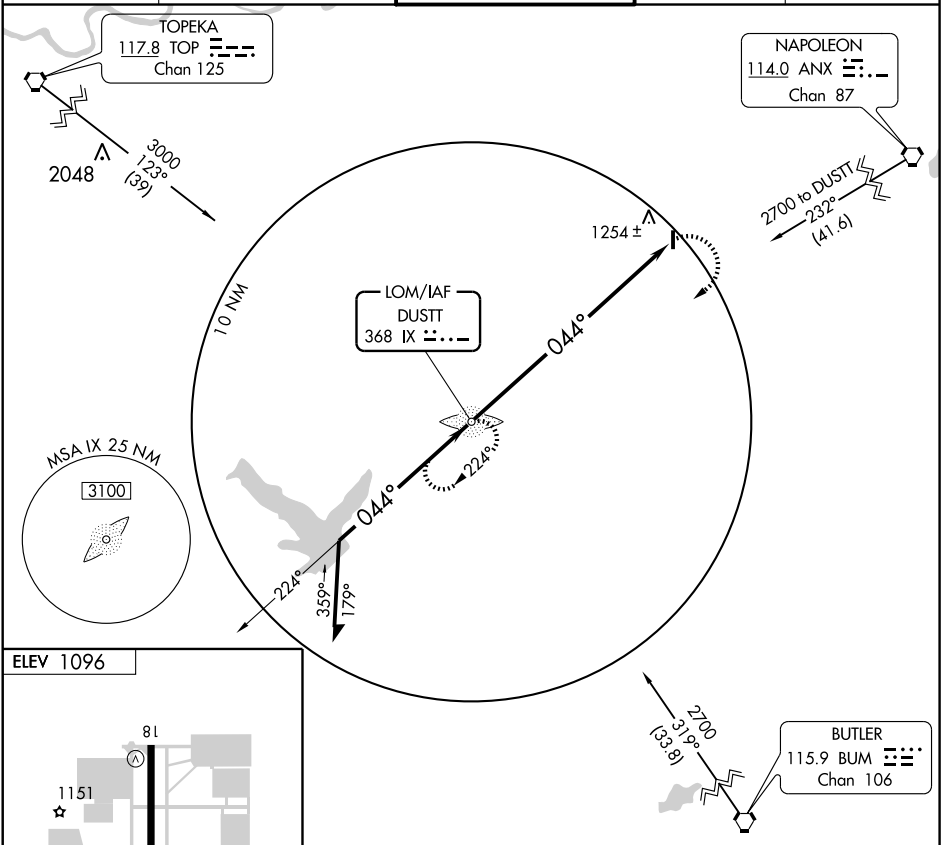


LOM IX <b>368</b>	APP CRS <b>044°</b>	Rwy Idg TDZE Apt Elev	<b>NA</b> <b>NA</b> <b>1096</b>
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MISSED APPROACH: Climbing right turn to 3000 direct IX LOM and hold.

ATIS <b>119.35</b>	KANSAS CITY APP CON <b>118.9 294.7</b>	EXECUTIVE TOWER★ <b>126.0(CTAF) 225.4</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>
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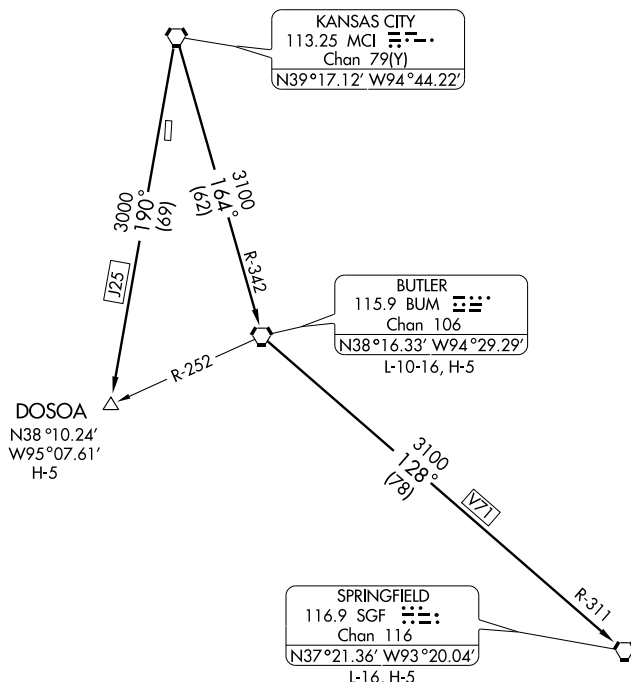


## RACER THREE DEPARTURE

SL-5687 (FAA)

OLATHE, KANSAS

ATIS 119.35  
KANSAS CITY DEP CON  
118.9 294.7



NOTE: Chart not to scale



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.



WAAS  
CH 53700  
W18A

APP CRS  
176°

Rwy Idg	<b>4098</b>
TDZE	<b>1096</b>
Apt Elev	<b>1096</b>

## RNAV (GPS) RWY 18

OLATHE/JOHNSON COUNTY EXECUTIVE (OJC)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

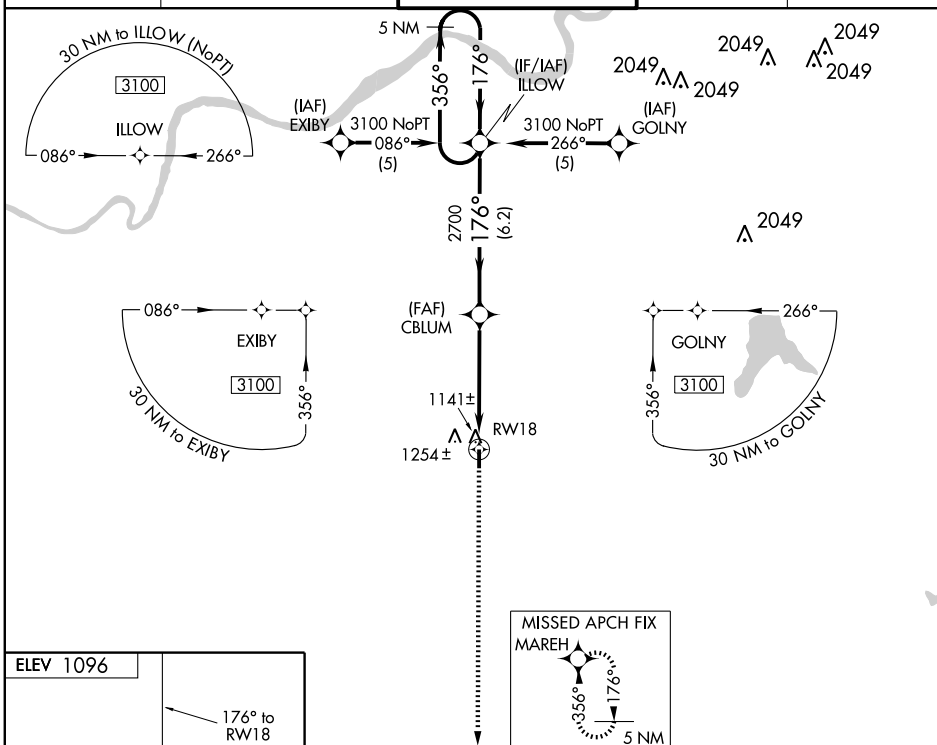
**MISSED APPROACH:** Climb to 3000 direct MAREH and hold.

ATIS  
119.35

KANSAS CITY APP CON  
118.9 294.7

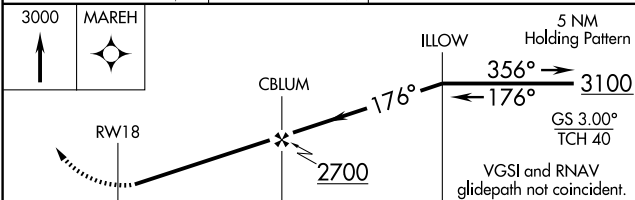
EXECUTIVE TOWER★  
126.0 (CTAF) 225.4

GND CON  
121.6

UNICOM  
122.95

ELEV 1096

MIRL Rwy 18-36



CATEGORY	A	B	C	D
LPV DA	1346-1 250 (300-1)			NA
RNAV/ VNAV DA	1527-1½ 431 (500-1½)			NA
RNAV MDA	1560-1 464 (500-1)		1560-1¼ 464 (500-1¼)	NA
CIRCLING	1620-1 524 (600-1)		1620-1½ 524 (600-1½)	NA

OLATHE, KANSAS  
Amdt 1A 09239

OLATHE/JOHNSON COUNTY EXECUTIVE (OJC)

38°51'N - 94°44'W

## RNAV (GPS) RWY 18

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

WAAS CH <b>82700</b> <b>W36A</b>	APP CRS <b>356°</b>	Rwy Idg TDZE <b>1086</b> Apt Elev <b>1096</b>	<b>4098</b>
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## RNAV (GPS) RWY 36

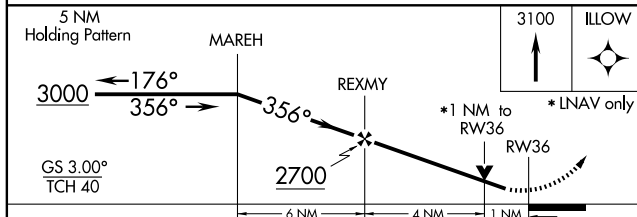
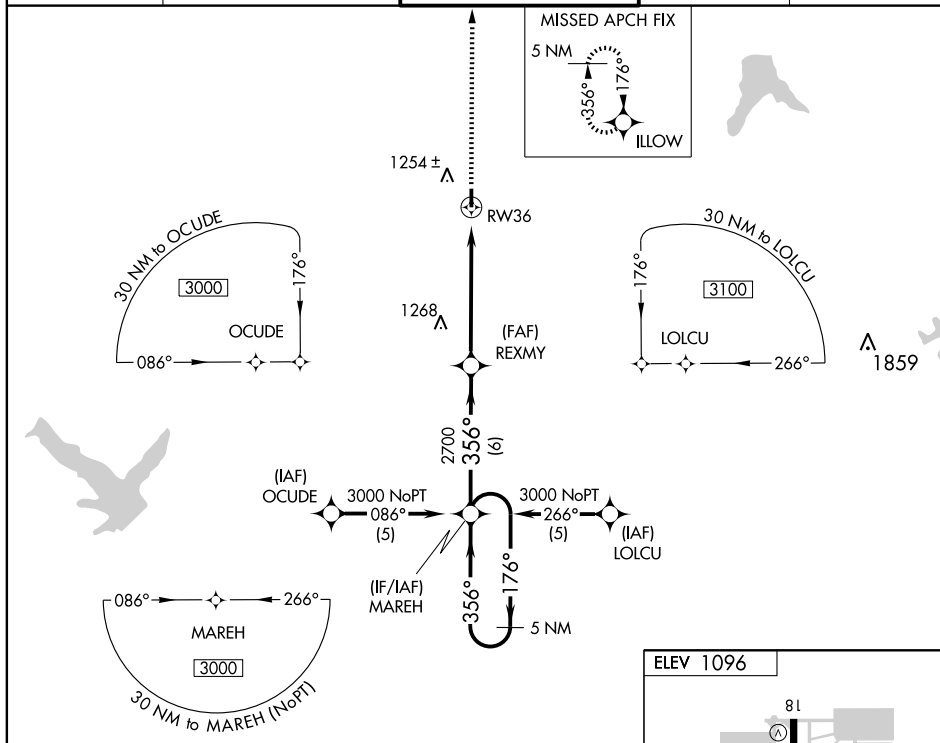
OLATHE/JOHNSON COUNTY EXECUTIVE (OJC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 95°C (203°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV, LNAV/VNAV and LNAV all Cats visibility to 1 mile.

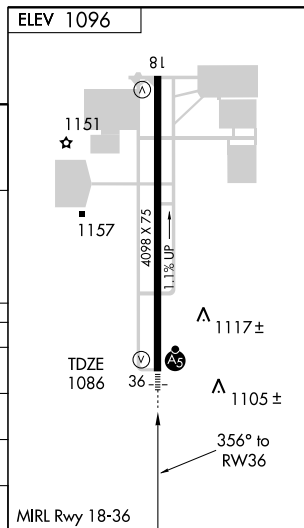


MISSED APPROACH: Climb to 3100  
direct ILLOW and hold.

ATIS <b>119.35</b>	KANSAS CITY APP CON <b>118.9 294.7</b>	EXECUTIVE TOWER* <b>126.0(CTAF) 225.4</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA	1336-¾	250 (300-¾)		NA
LNAV/VNAV DA	1355-¾	269 (300-¾)		NA
LNAV MDA	1400-¾	314 (400-¾)		NA
CIRCLING	1540-1 444 (500-1)	1560-1 464 (500-1)	1560-1½ 464 (500-1½)	NA



## ROBINSON THREE ARRIVAL

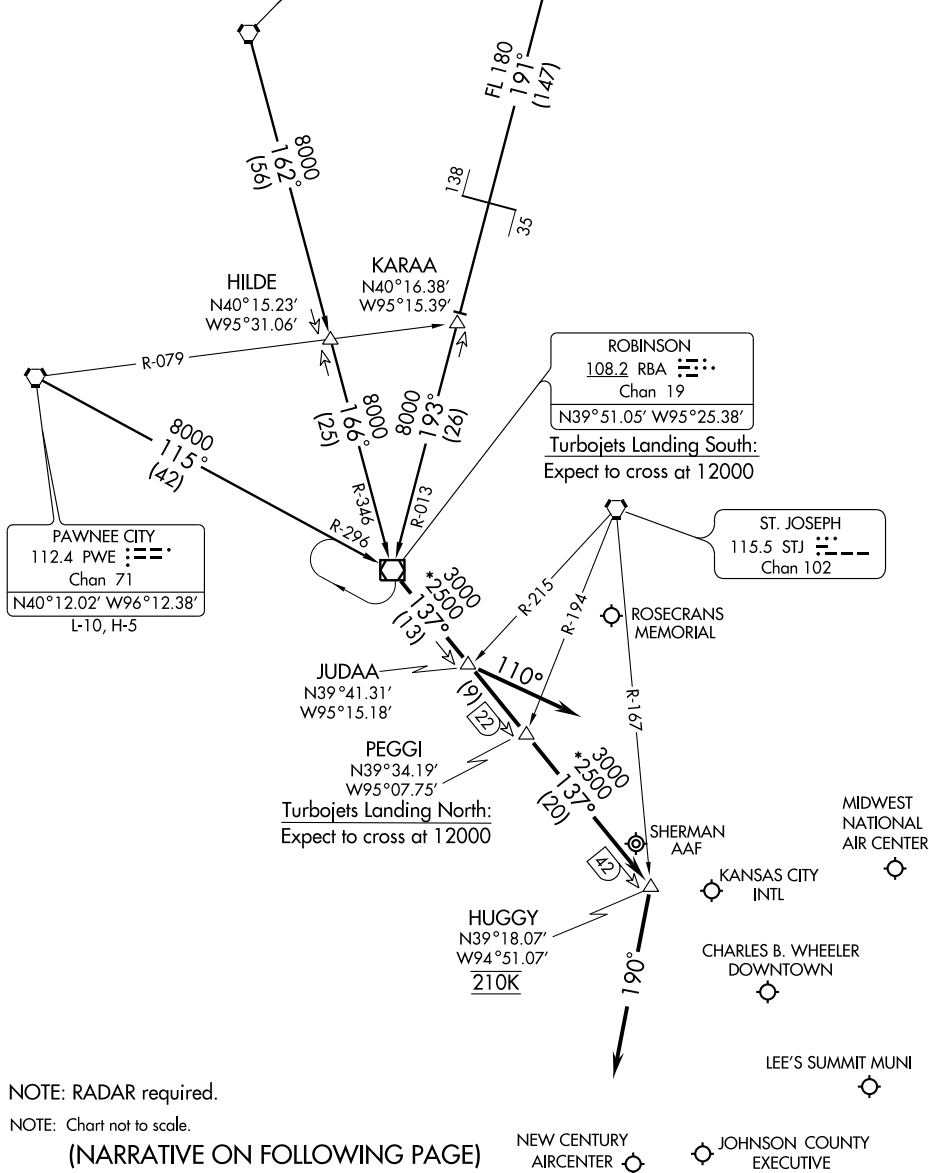
ST-780 (FAA)

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS  
128.375  
KANSAS CITY APP CON  
120.95 318.1

OMAHA  
116.3 OVR   
Chan 110  
N41°10.04' W95°44.20'  
L-10-12, H-5

FORT DODGE  
113.5 FOD   
Chan 82  
N42°36.67' W94°17.69'  
L-12, H-5



## ROBINSON THREE ARRIVAL

KANSAS CITY, MISSOURI

## ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .

PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....

Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

NC-3, 23 SEP 2010 to 21 OCT 2010

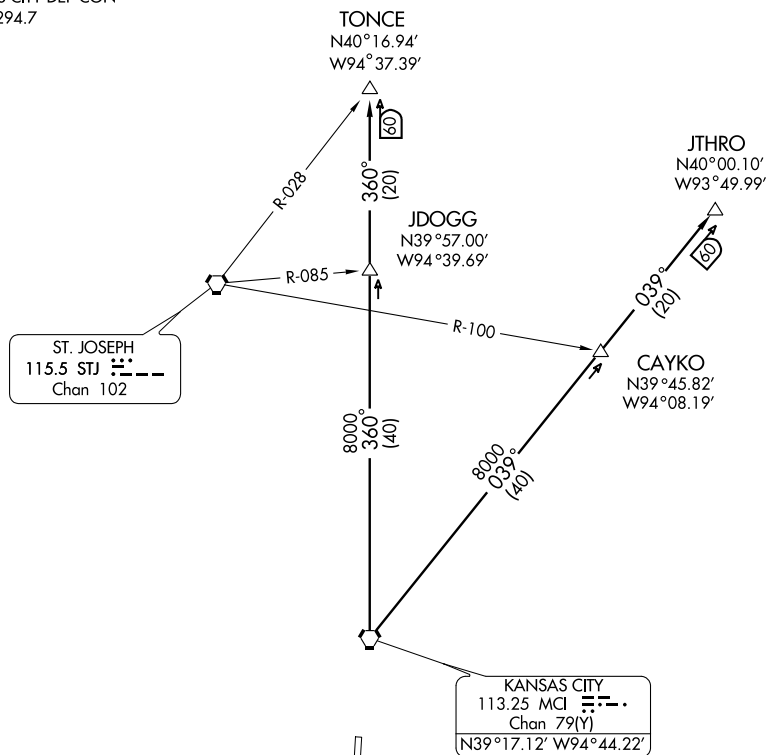
NC-3, 23 SEP 2010 to 21 OCT 2010

## ROYAL THREE DEPARTURE

SL-5687 (FAA)

OLATHE, KANSAS

ATIS 119.35  
KANSAS CITY DEP CON  
118.9 294.7



NOTE: Chart not to scale



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

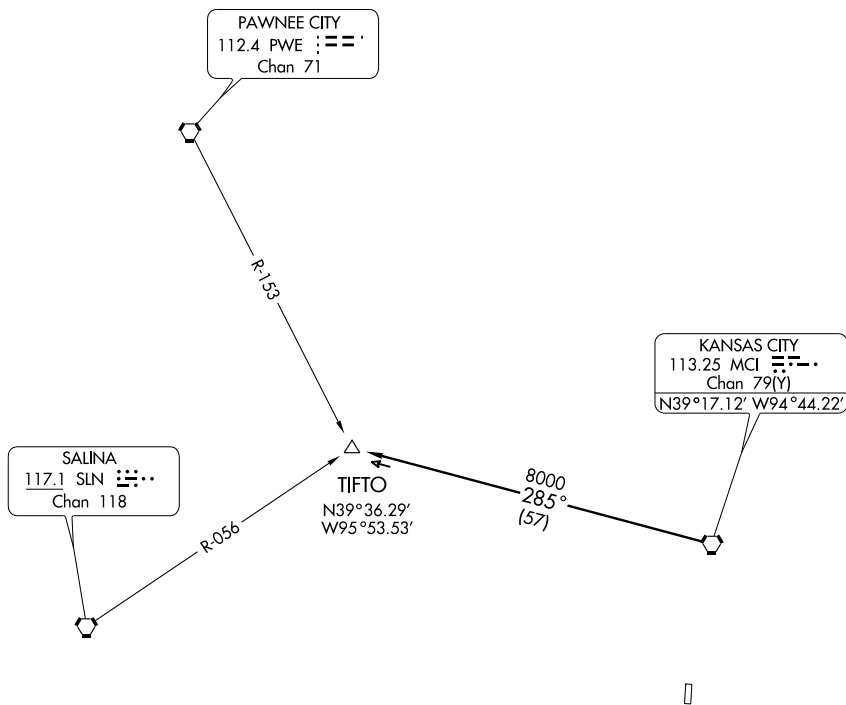
TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

## TIFTO TWO DEPARTURE

SL-5687 (FAA)

OLATHE, KANSAS

ATIS 119.35  
KANSAS CITY DEP CON  
118.9 294.7



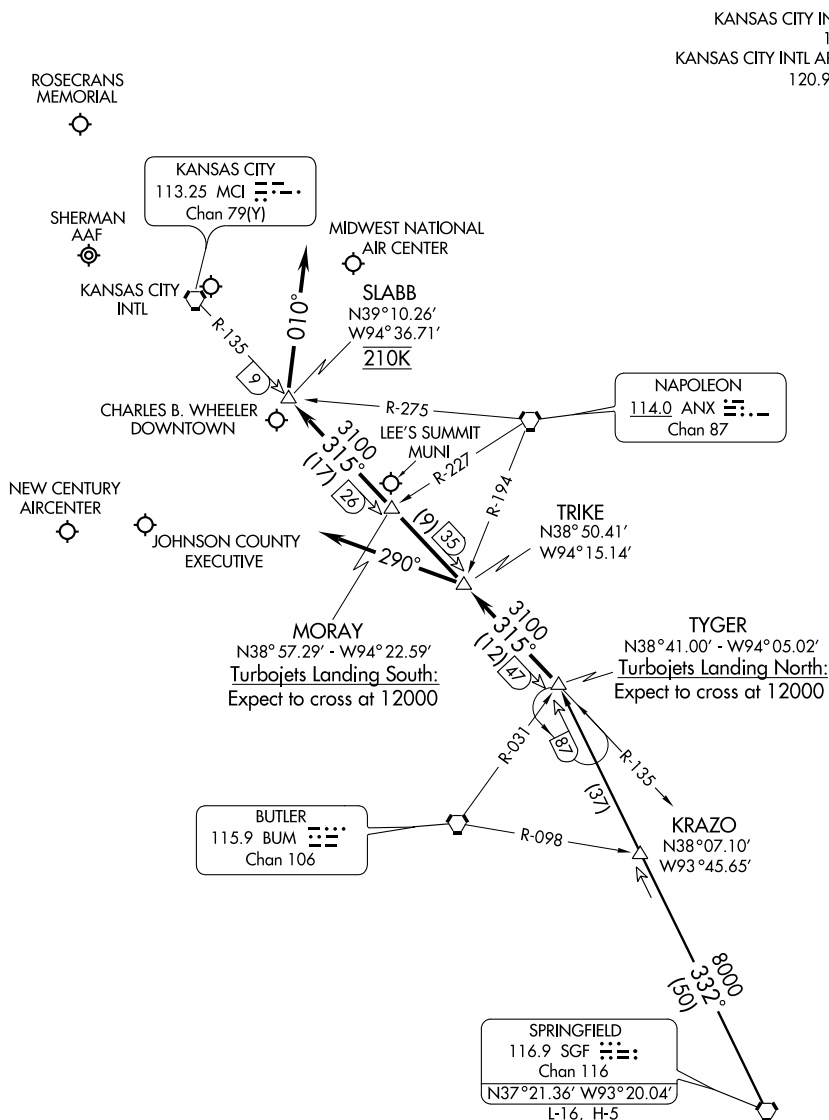
NOTE: Chart not to scale



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010



(WLDCT2.MCI) 07298  
WILDCAT TWO DEPARTURE

OLATHE/ JOHNSON COUNTY EXECUTIVE (OJC)  
SL-5687 (FAA) OLATHE, KANSAS

ATIS 119.35  
KANSAS CITY DEP CON  
118.9 294.7

KANSAS CITY  
113.25 MCI  
Chan 79(Y)  
N39°17.12' W94°44.22'

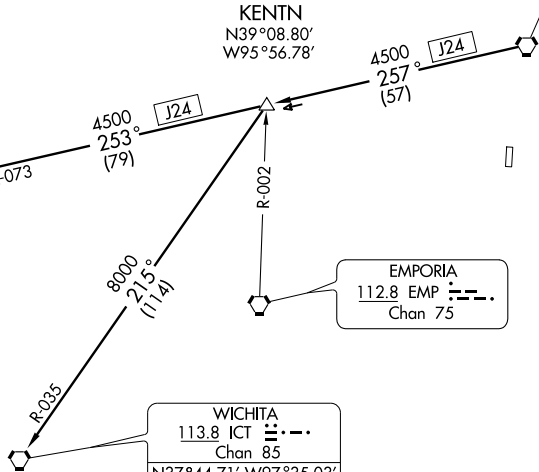
KENTN  
N39°08.80'  
W95°56.78'

4500  
257  
(57)

EMPORIA  
112.8 EMP  
Chan 75

WICHITA  
113.8 ICT  
Chan 85  
N37°44.71' W97°35.03'  
L-10-15, H-5

SALINA  
117.1 SLN  
Chan 118  
N38°55.51' W97°37.28'  
L-10, H-5



NOTE: Chart not to scale



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

**OTTAWA MUNI** (OWI) 4 S UTC-6(-5DT) N38°32.34' W95°15.17'

**KANSAS CITY**

966 B FUEL 100LL NOTAM FILE ICT

L-10J

RWY 17-35: H4500X75 (ASPH) S-25, D-30 MIRL

IAP

RWY 17: PAPI(P2L)—GA 3.0° TCH 26'. Tree.

RWY 35: REIL PAPI(P2L)—GA 3.0° TCH 28'.

RWY 13-31: 1785X72 (TURF)

RWY 13: Tree.

RWY 31: P-line.

**AIRPORT REMARKS:** Attended 1400-2300Z. CLOSED Christmas day.

Wildlife on and in/ovf arpt. Rwy 13-31 uneven, rough grass surface. Ultralight activity on and in/ovf arpt. +75' poles 1700' N of AER 17 marked with red lights. P-line marked with red balls.

Rwy 13-31 marked with red and white cones; intersections marked with corrugated panels. Twys marked with blue reflectors.

MIRL Rwy 17-35 preset on low ints, to increase ints and

ACTIVATE REIL Rwy 35 and PAPI Rwy 17 and Rwy 35—CTAF.

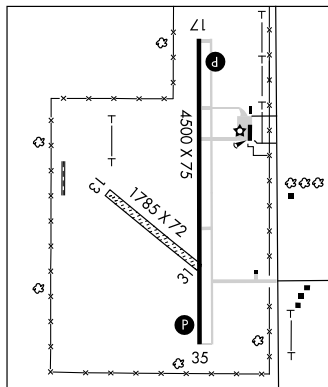
**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **KANSAS CITY CENTER APP/DEP CON** 127.725

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TOP.

**TOPEKA (L) VORTACW** 117.8 TOP Chan 125 N39°08.23'

W95°32.95' 154° 38.4 NM to fld. 1070/5E.



**OXFORD MUNI** (55K) 4 E UTC-6(-5DT) N37°16.15' W97°05.60'

**WICHITA**

1194 NOTAM FILE ICT

L-15D

RWY 17-35: H3380X60 (ASPH)

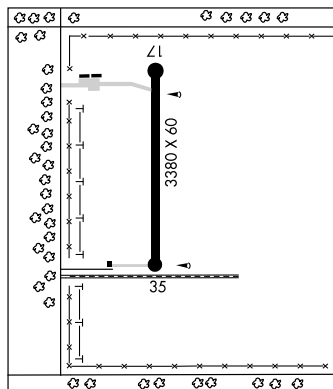
**AIRPORT REMARKS:** Unattended.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PNC.

**PIONEER (H) VORTACW** 113.2 PER Chan 79 N36°44.79'

W97°09.61' 360° 31.5 NM to fld. 1060/6E.



**PANCK** N36°57.87' W100°57.38' NOTAM FILE LBL.

**WICHITA**

**NDB (LOM)** 383 LB 348° 4.8 NM to Liberal Mid-America Rgnl.

## PAOLA

**MIAMI CO** (K81) 3 SW UTC-6(-5DT) N38°32.42' W94°55.20'

**KANSAS CITY**

940 B S4 FUEL 100LL TPA-1740(800) NOTAM FILE ICT

L-10J

RWY 03-21: H3400X60 (ASPH) MIRL

IAP

RWY 03: REIL PAPI(P4L)—GA 3.0° TCH 37'. Tree.

RWY 21: REIL PAPI(P4L)—GA 3.0° TCH 36'. Tree.

RWY 15-33: 1550X60 (TURF) 0.8% up SE

RWY 15: Tree.

RWY 33: Pole.

**AIRPORT REMARKS:** Attended irregularly. For svc after hrs call 913-755-2345. Fuel avbl 24 hrs, automated

self-service, credit card. Rwy 15-33 W of Rwy 03-21 CLOSED indef. Rwy 15-33 rough near intersection with Rwy 03-21. NW 1500' Rwy 15-33 CLOSED indef. Public phone avbl. ACTIVATE MIRL Rwy 03-21 and REIL Rwy 03 and Rwy 21 PAPI Rwy 03 and Rwy 21—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**KANSAS CITY APP/DEP CON** 118.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OJC.

**JOHNSON CO (T) VORW/DME** 113.0 OJC Chan 77 N38°50.44' W94°44.21' 200° 20.0 NM to fld. 1034/6E.

APP CRS	Rwy Idg	<b>4500</b>
<b>176°</b>	TDZE	<b>964</b>
	Apt Elev	<b>966</b>

# GPS RWY 17

OTTAWA MUNI (OWI)



Use Topeka/Philip Billard altimeter setting.

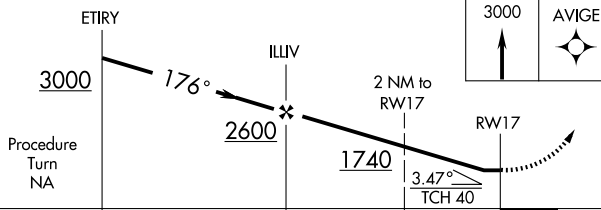
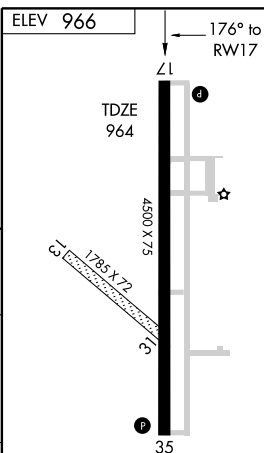
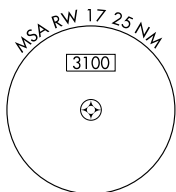
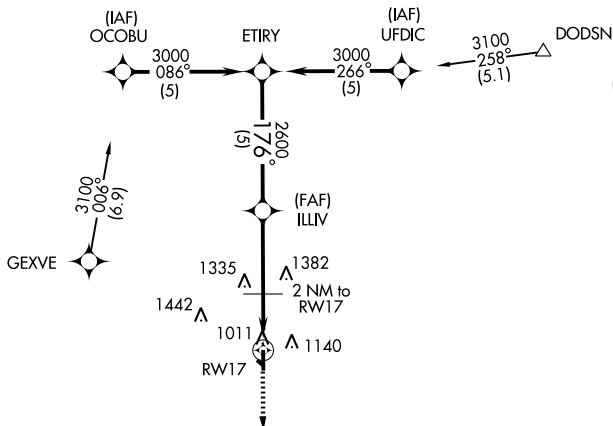


MISSED APPROACH: Climb to 3000 direct AVIGE and hold.

KANSAS CITY CENTER  
**127.725 270.25**

UNICOM  
**122.8 (CTAF) 0**

△ 1640±



CATEGORY	A	B	C	D
S-17	1440-1	476 (500-1)	NA	NA
CIRCLING	1600-1	634 (700-1)	NA	NA

REIL Rwy 35 0  
MIRL Rwy 17-35 0

APP CRS	Rwy Idg	<b>4500</b>
<b>356°</b>	TDZE	<b>964</b>
	Apt Elev	<b>966</b>

# GPS RWY 35

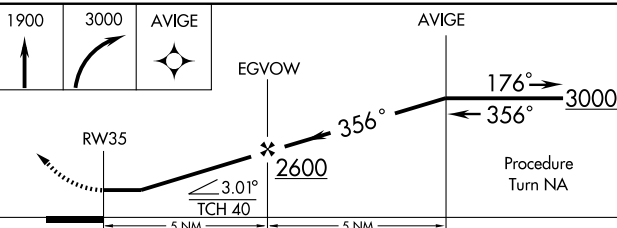
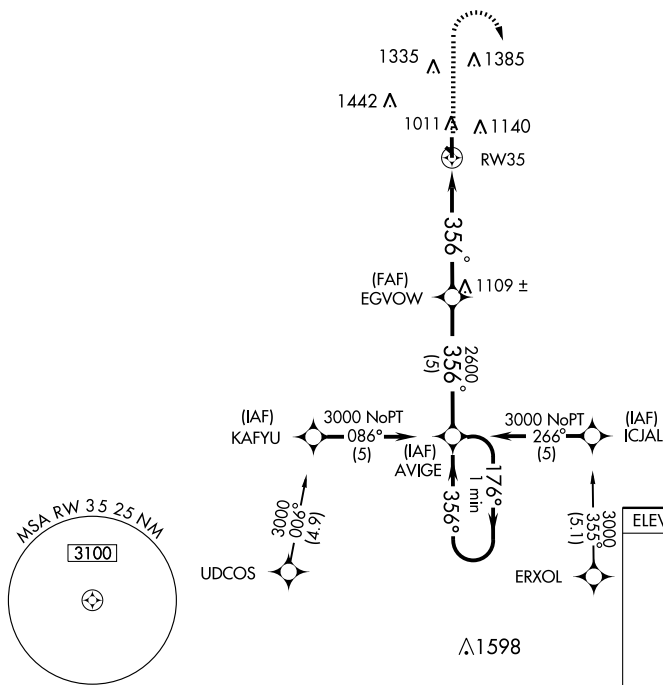
OTTAWA MUNI (OWI)

Use Topeka/Philip Billard altimeter setting.  
NA

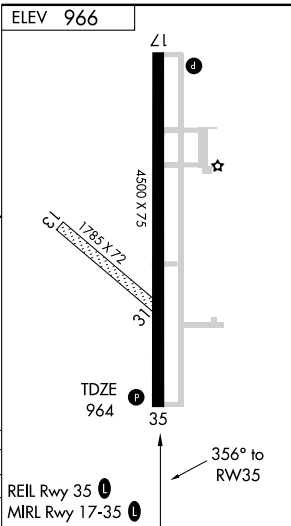
MISSED APPROACH: Climb to 1900 then climbing right turn to 3000 direct AVIGE and hold.

KANSAS CITY CENTER  
**127.725 270.25**

UNICOM  
**122.8 (CTAF) 1**



CATEGORY	A	B	C	D
S-35	1460-1	496 (500-1)	NA	NA
CIRCLING	1600-1	634 (700-1)	NA	NA



**OTTAWA MUNI** (OWI) 4 S UTC-6(-5DT) N38°32.34' W95°15.17'

**KANSAS CITY**

966 B FUEL 100LL NOTAM FILE ICT

L-10J

RWY 17-35: H4500X75 (ASPH) S-25, D-30 MIRL

IAP

RWY 17: PAPI(P2L)—GA 3.0° TCH 26'. Tree.

RWY 35: REIL PAPI(P2L)—GA 3.0° TCH 28'.

RWY 13-31: 1785X72 (TURF)

RWY 13: Tree. RWY 31: P-line.

**AIRPORT REMARKS:** Attended 1400-2300Z. CLOSED Christmas day.

Wildlife on and in/ovf arpt. Rwy 13-31 uneven, rough grass surface. Ultralight activity on and in/ovf arpt. +75' poles 1700' N of AER 17 marked with red lights. P-line marked with red balls.

Rwy 13-31 marked with red and white cones; intersections marked with corrugated panels. Twys marked with blue reflectors.

MIRL Rwy 17-35 preset on low ints, to increase ints and

ACTIVATE REIL Rwy 35 and PAPI Rwy 17 and Rwy 35—CTAF.

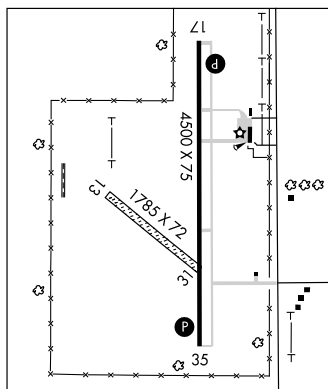
**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **KANSAS CITY CENTER APP/DEP CON** 127.725

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TOP.

**TOPEKA (L) VORTACW** 117.8 TOP Chan 125 N39°08.23'

W95°32.95' 154° 38.4 NM to fld. 1070/5E.



**OXFORD MUNI** (55K) 4 E UTC-6(-5DT) N37°16.15' W97°05.60'

**WICHITA**

1194 NOTAM FILE ICT

L-15D

RWY 17-35: H3380X60 (ASPH)

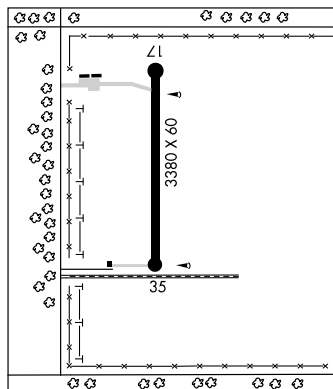
**AIRPORT REMARKS:** Unattended.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PNC.

**PIONEER (H) VORTACW** 113.2 PER Chan 79 N36°44.79'

W97°09.61' 360° 31.5 NM to fld. 1060/6E.



**PANCK** N36°57.87' W100°57.38' NOTAM FILE LBL.

**WICHITA**

**NDB (LOM)** 383 LB 348° 4.8 NM to Liberal Mid-America Rgnl.

## PAOLA

**MIAMI CO** (K81) 3 SW UTC-6(-5DT) N38°32.42' W94°55.20'

**KANSAS CITY**

940 B S4 FUEL 100LL TPA-1740(800) NOTAM FILE ICT

L-10J

RWY 03-21: H3400X60 (ASPH) MIRL

IAP

RWY 03: REIL PAPI(P4L)—GA 3.0° TCH 37'. Tree.

RWY 21: REIL PAPI(P4L)—GA 3.0° TCH 36'. Tree.

RWY 15-33: 1550X60 (TURF) 0.8% up SE

RWY 15: Tree. RWY 33: Pole.

**AIRPORT REMARKS:** Attended irregularly. For svc after hrs call 913-755-2345. Fuel avbl 24 hrs, automated

self-service, credit card. Rwy 15-33 W of Rwy 03-21 CLOSED indef. Rwy 15-33 rough near intersection with Rwy 03-21. NW 1500' Rwy 15-33 CLOSED indef. Public phone avbl. ACTIVATE MIRL Rwy 03-21 and REIL Rwy 03 and Rwy 21 PAPI Rwy 03 and Rwy 21—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**KANSAS CITY APP/DEP CON** 118.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OJC.

**JOHNSON CO (T) VORW/DME** 113.0 OJC Chan 77 N38°50.44' W94°44.21' 200° 20.0 NM to fld. 1034/6E.



APP CRS <b>215°</b>	Rwy Idg <b>3400</b>
	TDZE <b>932</b>
	Apt Elev <b>940</b>

## RNAV (GPS) RWY 21

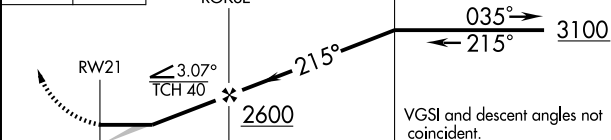
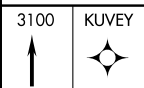
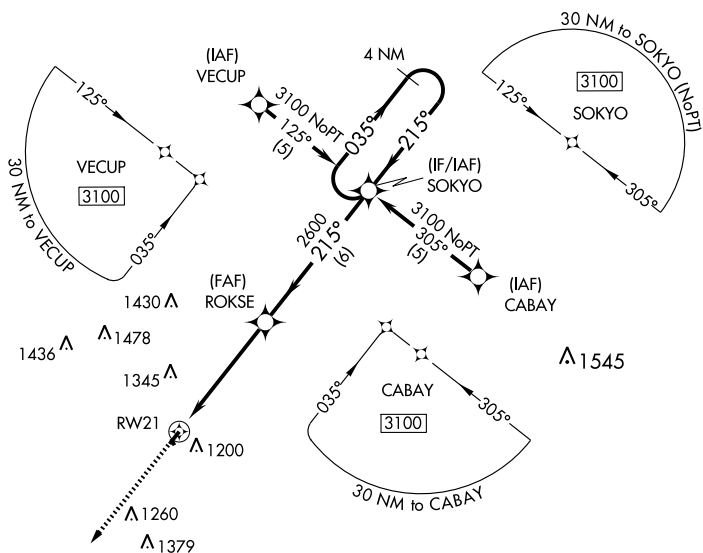
PAOLA/MIAMI COUNTY (K81)

**NA** Use OLATHE/NEW CENTURY AIRCENTER altimeter setting.  
GPS or RNP -0.3 Required. DME/DME RNP -0.3 NA.  
Procedure NA at night.

MISSED APPROACH: Climb to 3100 direct KUYEY WP and hold.

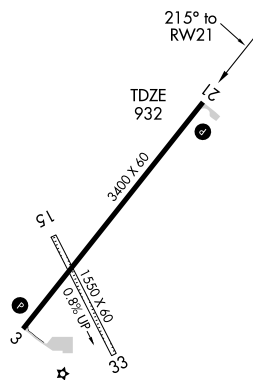
KANSAS CITY APP CON  
**118.9 294.7**

UNICOM  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
LNNAV MDA	1520-1	588 (600-1)	NA	
CIRCLING	1580-1	640 (700-1)	NA	

ELEV 940



REIL Rwy 3-21 **0**  
MIRL Rwy 3-21 **0**

## PARSONS

**TRI-CITY** (PPF) 11 W UTC-6(-5DT) N37°19.85' W95°30.37'

900 B S2 FUEL 100LL, JET A NOTAM FILE PPF

RWY 17-35: H5000X75 (CONC) S-25, D-45 MIRL 0.7% up N

RWY 17: REIL. VASI(V4L)—GA 3.0° TCH 35'. Road.

RWY 35: REIL. VASI(V4L)—GA 3.0° TCH 39'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†. Weekends and holidays, call out, no charge. Deer on and invof rwys. MIRL Rwy 17-35 ops dusk-0500Z†, after 0500Z† ACTIVATE—CTAF.

ACTIVATE VASI Rwy 17 and Rwy 35—CTAF.

**WEATHER DATA SOURCES:** ASOS 118.175 (620) 336-3834.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

PARSONS RCO 122.075 (WICHITA RADIO)

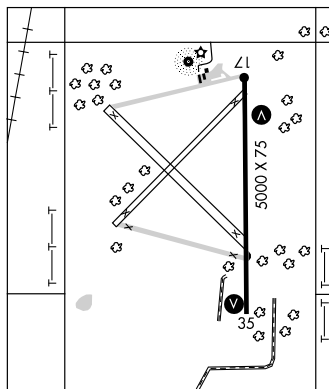
KANSAS CITY CENTER APP/DEP CON 132.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CNU.

CHANUTE (L) VORW/DME 109.2 CNU Chan 29 N37°37.57'

W95°35.61' 162° 18.2 NM to fld. 1080/5E.

NOTAM FILE PPF.



KANSAS CITY

H-5C, L-15E

IAP

**PATTY FLD** (See EL DORADO)

**PAUL WINDLE MUNI** (See GREENSBURG)

**PHILIP BILLARD MUNI** (See TOPEKA)

**PHILLIPSBURG MUNI** (PHG) 1 S UTC-6(-5DT) N39°44.15' W99°19.03'

1907 B FUEL 100LL, JET A NOTAM FILE ICT

RWY 13-31: H4503X60 (ASPH) S-12 MIRL 0.5% up NW

RWY 13: REIL. PAPI(P2L). Road.

RWY 31: REIL. VASI(V2L). P-line.

RWY 03-21: 2743X140 (TURF) 0.3% up NE

RWY 21: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1530-2330Z†. Rwy 03 and Rwy 21 delineated with red and white markers.

**WEATHER DATA SOURCES:** AWOS-3 119.125 (785) 543-8960.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

® DENVER CENTER APP/DEP 132.5

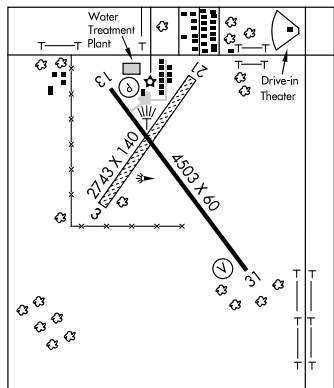
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

MANKATO (L) VORTAC 109.8 TKO Chan 35 N39°48.38'

W98°15.60' 255° 49.1 NM to fld. 1880/10E.

NDB (MHW) 368 PHG N39°42.37' W99°17.31' 315° 2.2

NM to fld.



WICHITA

L-10H

IAP

**PICHE** N37°34.69' W97°27.35' NOTAM FILE ICT.

NDB (H/W/LDM) 332 IC 007° 4.4 NM to Wichita Mid-Continent.

WICHITA

L-10I, 15D

**PIEVE** N37°49.74' W100°43.46' NOTAM FILE GCK.

NDB (MHW/LDM) 347 GC 351° 5.9 NM to Garden City Rgnl. Unmonitored.

WICHITA

L-10G, 15C

**PITTSBURG** N37°26.55' W94°43.59' NOTAM FILE ICT.

NDB (MHW) 365 PTS at Atkinson Muni. SHUTDOWN.

RCO 122.15 (WICHITA RADIO) Frequency is used for communications only at Atkinson Muni.

KANSAS CITY

L-16F



WAAS CH <b>86508</b> <b>W17A</b>	APP CRS <b>174°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>900</b> <b>900</b>
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## RNAV (GPS) RWY 17

PARSONS/ TRI-CITY (PPF)

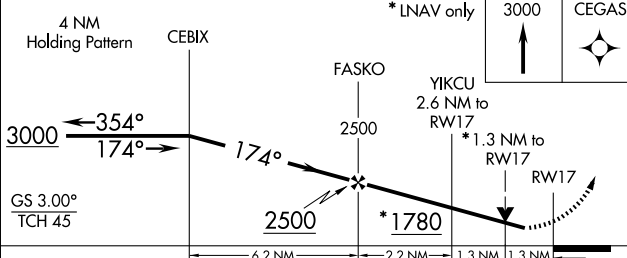
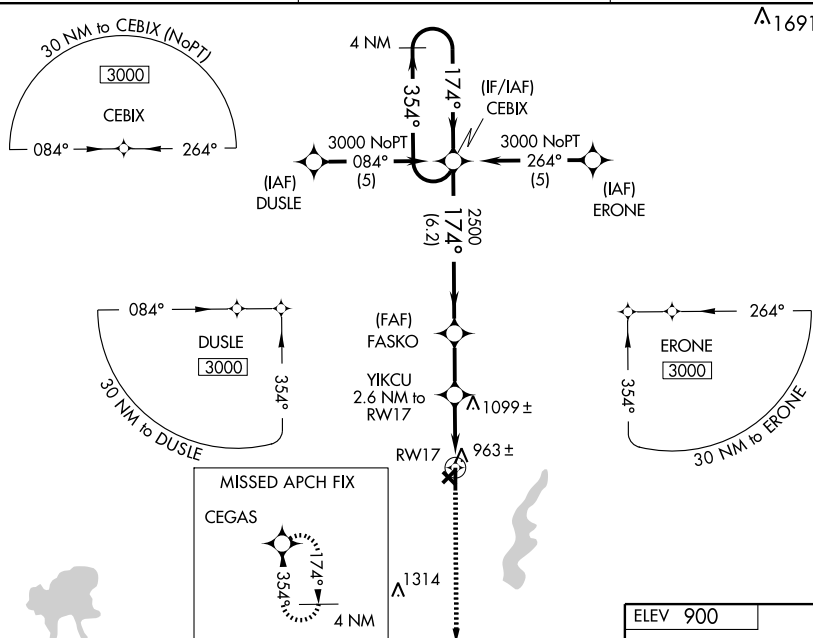
For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Coffeyville Muni altimeter setting. When local altimeter setting not received, use Coffeyville Muni altimeter setting and increase all DA 54 feet and LPV, LNAV/VNAV visibility ¼ mile all Cats; increase all MDA 60 feet and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct CEGAS and hold.

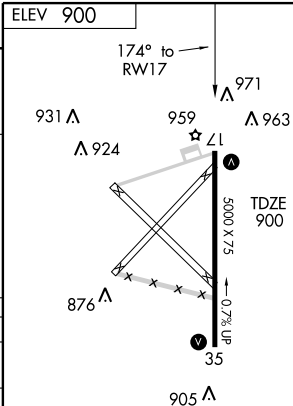
ASOS  
**118.175**

KANSAS CITY CENTER  
**132.9 279.5**

UNICOM  
**123.0 (CTAF) 0**



CATEGORY	A	B	C	D
LPV DA	1193-1	293 (300-1)		NA
LNAV/VNAV DA	1255-1¼	355 (400-1¼)		NA
LNAV MDA	1360-1	460 (500-1)	1360-1¼ 460 (500-1¼)	NA
CIRCLING	1360-1	460 (500-1)	1360-1½ 460 (500-1½)	NA



REIL Rwy 17 and 35  
MIRL Rwy 17-35 0

WAAS CH <b>78208</b> <b>W35A</b>	APP CRS <b>354°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>879</b> <b>900</b>
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## RNAV (GPS) RWY 35

PARSONS/ TRI-CITY (PPF)

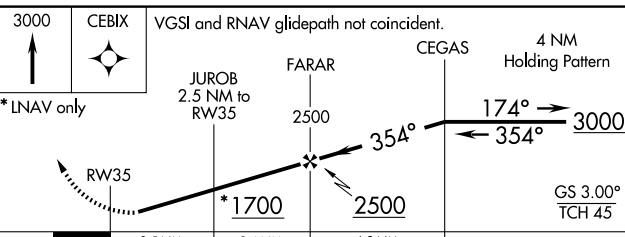
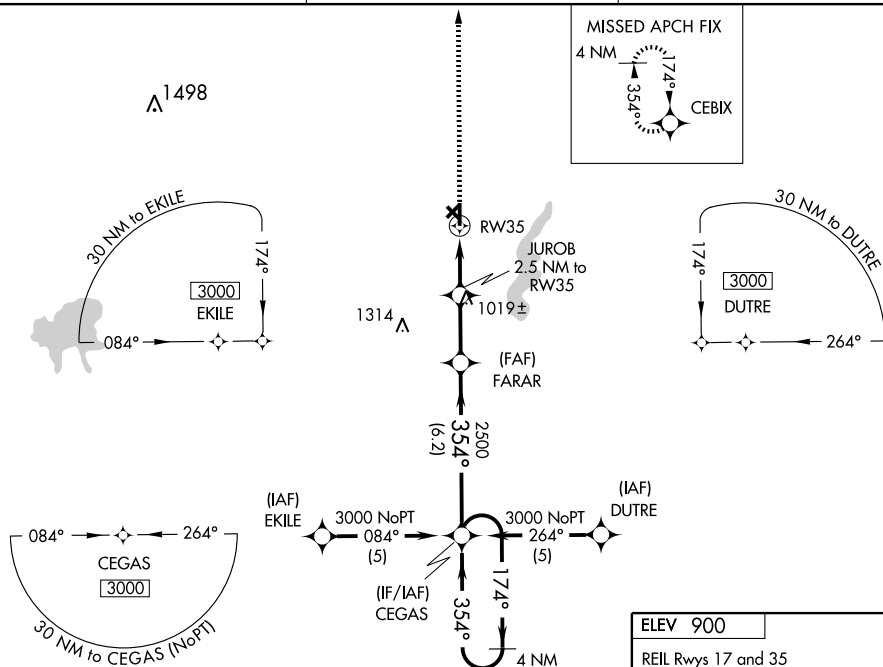
Baro-VNAV NA when using Coffeyville Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Coffeyville Muni altimeter setting and increase all DA 54 feet and LNAV/VNAV visibility ¼ mile all Cats; increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 direct CEBIX and hold.

ASOS  
**118.175**

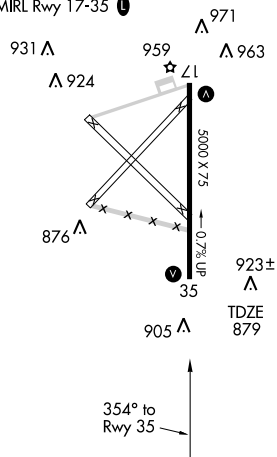
KANSAS CITY CENTER  
**132.9 279.5**

UNICOM  
**123.0 (CTAF) 0**



CATEGORY	A	B	C	D
LPV DA	1129-1	250 (300-1)		NA
LNAV/VNAV DA	1173-1	294 (300-1)		NA
LNAV MDA	1300-1	421 (400-1)	1300-1 ¼ 421 (400-1 ¼)	NA
CIRCLING	1340-1 440 (500-1)	1360-1 460 (500-1)	1360-1 ½ 460 (500-1 ½)	NA

ELEV 900  
REIL Rwy 17 and 35  
MIRL Rwy 17-35 0



VOR/DME CNU <b>109.2</b> Chan <b>29</b>	APP CRS <b>161°</b>	Rwy Idg <b>5000</b> TDZE <b>899</b> Apt Elev <b>899</b>
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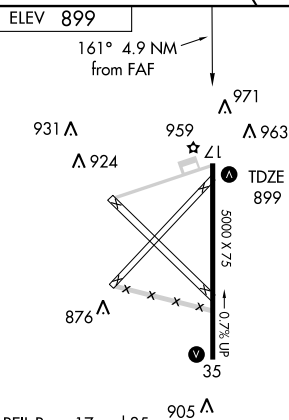
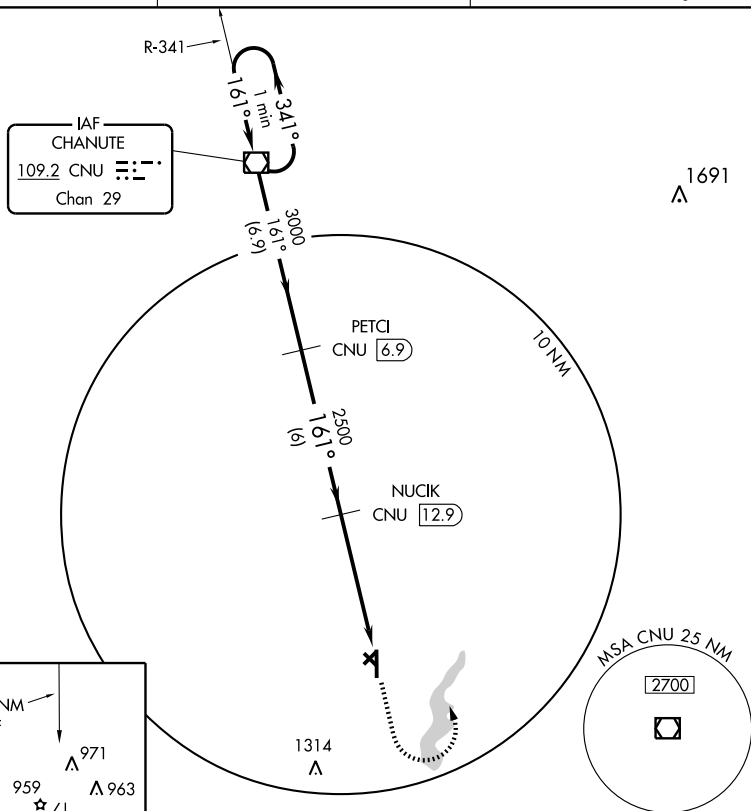
VOR/DME RWY 17  
PARSONS/TRI-CITY (PPF)

**T** If local altimeter setting not received, use Coffeyville Muni  
**A** altimeter setting and increase all MDAs 60 feet.  
VDP NA with Coffeyville Muni altimeter setting.

**MISSED APPROACH:** Climb to 1600 then climbing left turn to 3000 direct CNU VOR/DME and hold.

ASOS  
**118,175**

KANSAS CITY CENTER  
132.9 279.5

UNICOM  
123.0 (CTAF) **L**

REIL Rwy 17 and 35  
MIRL Rwy 17-35 **L**

Knots	60	90	120	150	180
Min:Sec					

One Minute Holding Pattern

VOR/DME

PETCI

CNU 6.9

1600

3000

CNU 109.2

3000

341°

161°

3000

161°

NUCIK

CNU 12.9

2500

3.03°

TCH 35

CNU 16.4

CNU 17.8

6.9 NM

6 NM

3.5 NM

1.4

CATEGORY	A	B	C	D
S-17	1380-1	481 (500-1)	1380-1¼ 481 (500-1¼)	NA
CIRCLING	1380-1	481 (500-1)	1380-1½ 481 (500-1½)	NA

PARSONS, KANSAS  
Orig 08269

37° 20' N - 95° 30' W

PARSONS/ TRI-CITY (PPF)  
VOR/DME RWY 17

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

## PARSONS

**TRI-CITY** (PPF) 11 W UTC-6(-5DT) N37°19.85' W95°30.37'

900 B S2 FUEL 100LL, JET A NOTAM FILE PPF

RWY 17-35: H5000X75 (CONC) S-25, D-45 MIRL 0.7% up N

RWY 17: REIL. VASI(V4L)—GA 3.0° TCH 35'. Road.

RWY 35: REIL. VASI(V4L)—GA 3.0° TCH 39'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z. Weekends and holidays, call out, no charge. Deer on and invof rwys. MIRL Rwy 17-35 ops dusk-0500Z, after 0500Z ACTIVATE—CTAF.

ACTIVATE VASI Rwy 17 and Rwy 35—CTAF.

**WEATHER DATA SOURCES:** ASOS 118.175 (620) 336-3834.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

PARSONS RCO 122.075 (WICHITA RADIO)

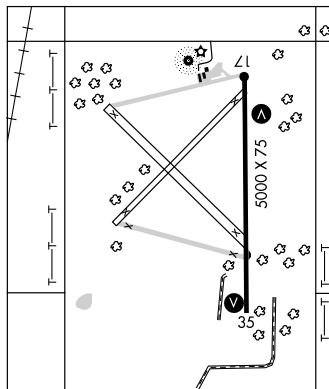
KANSAS CITY CENTER APP/DEP CON 132.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CNU.

CHANUTE (L) VORW/DME 109.2 CNU Chan 29 N37°37.57'

W95°35.61' 162° 18.2 NM to fld. 1080/5E.

NOTAM FILE PPF.



KANSAS CITY

H-5C, L-15E

IAP

**PATTY FLD** (See EL DORADO)

**PAUL WINDLE MUNI** (See GREENSBURG)

**PHILIP BILLARD MUNI** (See TOPEKA)

**PHILLIPSBURG MUNI** (PHG) 1 S UTC-6(-5DT) N39°44.15' W99°19.03'

1907 B FUEL 100LL, JET A NOTAM FILE ICT

RWY 13-31: H4503X60 (ASPH) S-12 MIRL 0.5% up NW

RWY 13: REIL. PAPI(P2L). Road.

RWY 31: REIL. VASI(V2L). P-line.

RWY 03-21: 2743X140 (TURF) 0.3% up NE

RWY 21: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1530-2330Z. Rwy 03 and Rwy 21 delineated with red and white markers.

**WEATHER DATA SOURCES:** AWOS-3 119.125 (785) 543-8960.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

® DENVER CENTER APP/DEP 132.5

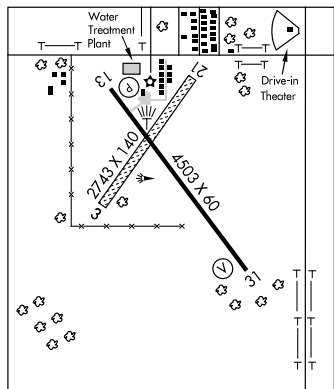
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

MANKATO (L) VORTAC 109.8 TKO Chan 35 N39°48.38'

W98°15.60' 255° 49.1 NM to fld. 1880/10E.

NDB (MHW) 368 PHG N39°42.37' W99°17.31' 315° 2.2

NM to fld.



WICHITA

L-10H

IAP

**PICHE** N37°34.69' W97°27.35' NOTAM FILE ICT.

NDB (H/W/LDM) 332 IC 007° 4.4 NM to Wichita Mid-Continent.

WICHITA

L-10I, 15D

**PIEVE** N37°49.74' W100°43.46' NOTAM FILE GCK.

NDB (MHW/LDM) 347 GC 351° 5.9 NM to Garden City Rgnl. Unmonitored.

WICHITA

L-10G, 15C

**PITTSBURG** N37°26.55' W94°43.59' NOTAM FILE ICT.

NDB (MHW) 365 PTS at Atkinson Muni. SHUTDOWN.

RCO 122.15 (WICHITA RADIO) Frequency is used for communications only at Atkinson Muni.

KANSAS CITY

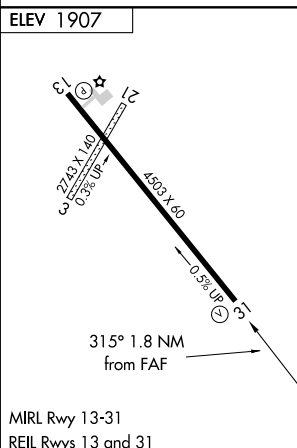
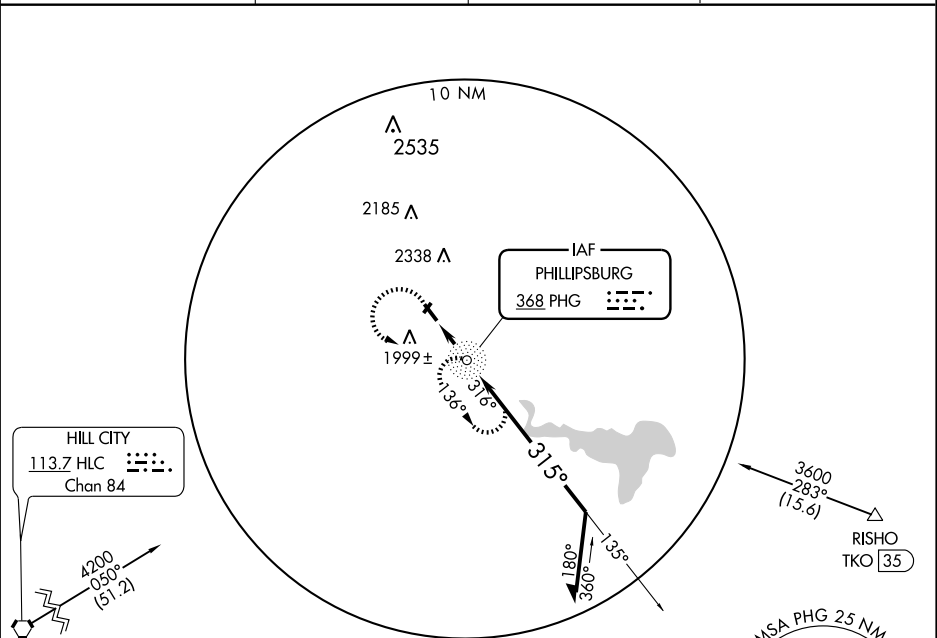
L-16F

NDB PHG 368	APP CRS 315°	Rwy Idg TDZE Apt Elev	N/A N/A 1907
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PHILLIPSBURG MUNI (PHG)

<p>▼</p> <p>▲ NA</p>	<p>If local altimeter setting not received, use Hays Rgnl altimeter setting and increase all MDAs 140 feet. Circling not authorized northeast of Rwy 13-31.</p>	<p>MISSED APPROACH: Climbing left turn to 3600 direct PHG NDB and hold, continue climb-in-hold to 3600.</p>
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HAYS AWOS-3 125.525	AWOS-3 119.125	DENVER CENTER 132.5 379.15	UNICOM 122.8 (CTAF)
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FAF to MAP 1.8 NM					CATEGORY	A	B	C	D
Knots	60	90	120	150	180	2380-1	473 (500-1)	2380-1½ 473 (500-1½)	NA
Min:Sec	1:48	1:12	0:54	0:43	0:36				

APP CRS  
**135°**

Rwy Idg **4503**  
TDZE **1907**  
Apt Elev **1907**

# RNAV (GPS) RWY 13

PHILLIPSBURG MUNI (PHG)

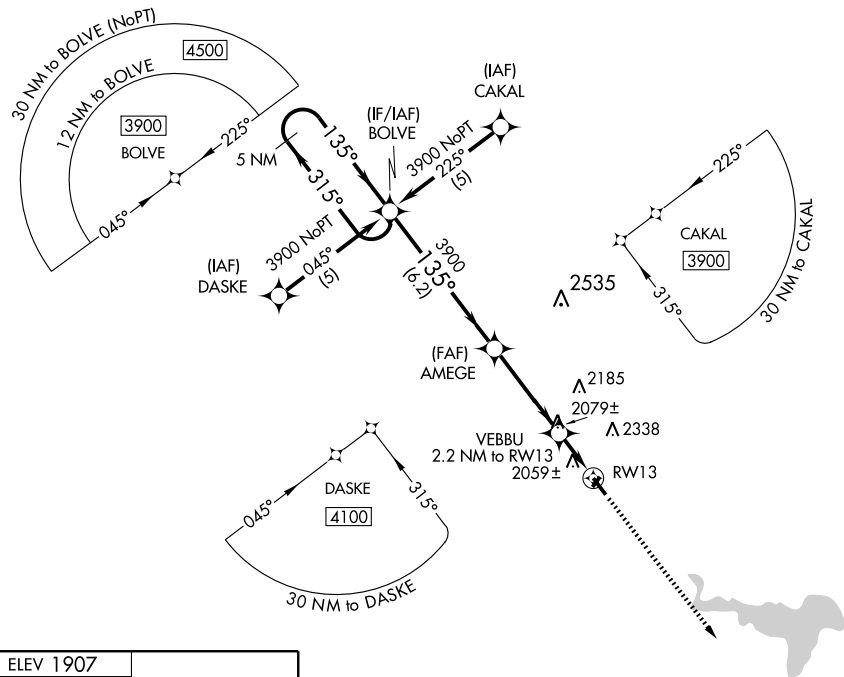
**▽** If local altimeter setting not received, use Hays Rgnl altimeter setting and increase all MDAs 140 feet. DME/DME RNP-0.3 NA.  
**△ NA** Circling NA northeast of Rwys 13-31.

MISSED APPROACH: Climb to 3800 direct BANRE and hold.

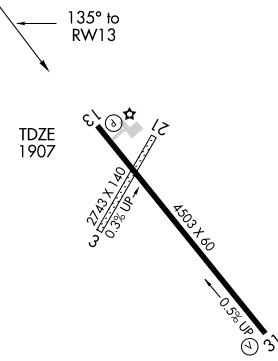
AWOS-3  
**119.125**

DENVER CENTER  
**132.5 379.15**

UNICOM  
**122.8 (CTAF)**



ELEV 1907



MRL Rwy 13-31  
REIL Rwys 13 and 31

5 NM Holding Pattern		BOLVE	AMEGE	3800	BANRE
3900		315°	135°	3900	135°
VGSi and descent angles not coincident.		6.2 NM	3.8 NM	2.2 NM	
CATEGORY	A	B	C	D	
LNNAV MDA	2320-1	413 (500-1)	2320-1¼ 413 (500-1¼)	NA	
CIRCLING	2360-1	453 (500-1)	2380-1½ 473 (500-1½)	NA	

APP CRS  
**315°**Rwy Idg **4503**  
TDZE **1899**  
Apt Elev **1907****RNAV (GPS) RWY 31**

PHILLIPSBURG MUNI (PHG)

**T** If local altimeter setting not received, use Hays Rgnl altimeter setting and increase all MDAs 140 feet. DME/DME RNP-0.3 NA.  
**A** NA Circling NA northeast of Rwy 13-31.

MISSED APPROACH: Climb to 3900 direct BOLVE and hold.

AWOS-3  
**119.125**DENVER CENTER  
**132.5 379.15**UNICOM  
**122.8 (CTAF)**

5 NM  
135°  
315°  
BOLVE

30 NM to CADMI  
2535  
135°  
3800  
CADMI  
225°

30 NM to DAGRE  
20 NM to DAGRE  
4100  
3800  
DAGRE  
135°  
045°

2185  
2338  
RW31

30 NM to BANRE (NoPT)  
BANRE  
3800  
225°  
045°

(FAF) ANEBE  
2029 ±

(IAF) CADMI

ELEV 1907

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MIRL Rwy 13-31  
REIL Rwy 13 and 31

3900  
BOLVE

ANEBE  
RW31  
3600  
3.05°  
TCH 42  
5.2 NM  
6.2 NM  
BANRE  
5 NM Holding Pattern  
135°  
315°  
3800  
VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	2460-1	561 (600-1)	2460-1½ 561 (600-1½)	NA
CIRCLING	2460-1	553 (600-1)	2460-1½ 553 (600-1½)	NA

## PITTSBURG

**ATKINSON MUNI** (PTS) 3 NW UTC-6(-5DT) N37°26.97' W94°43.87'

950 B S4 **FUEL** 100LL, JET A OX3, 4 TPA-1750(800) NOTAM FILE ICT

**RWY 16-34:** H5500X100 (ASPH) S-30, D-45 MIRL

**RWY 16:** REIL. PAPI(P4L). Trees.

**RWY 34:** REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

**RWY 04-22:** H4000X75 (ASPH) S-12.5 0.5% up SW

**RWY 04:** Trees.

**RWY 22:** REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

**AIRPORT REMARKS:** Attended 1300-0100Z±. Birds on and in/ovf arpt. No line of sight Rwy 04-22. ACTIVATE MIRL Rwy 04-22 and Rwy 16-34, PAPI and REIL Rwy 16, Rwy 34, Rwy 04 and Rwy 22—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.775 (620) 230-5654.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

**PITTSBURG RCO** 122.15 (WICHITA RADIO)

**KANSAS CITY CENTER APP/DEP CON** 128.6

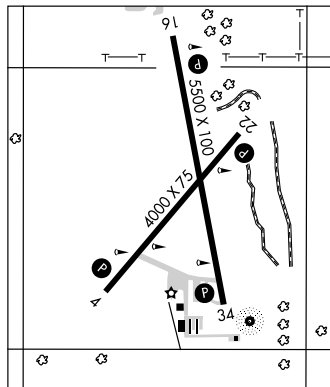
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

**OSWEGO (L) VORTAC** 117.6 OSW Chan 123 N37°09.45'

W95°12.22' 044° 28.6 NM to fld. 930/8E.

**HIWAS.**

**PITTSBURG NDB (MHW)** 365 PTS N37°26.55' W94°43.59'  
at fld. SHUTDOWN.



KANSAS CITY

H-5C, L-16F

IAP

**PLAINVILLE ARPK** (ØR9) 3 S UTC-6(-5DT) N39°11.65' W99°18.18'

2182 NOTAM FILE ICT

**RWY 17-35:** 2600X120 (TURF)

**RWY 35:** Thld displcd 330'. Road.

**AIRPORT REMARKS:** Unattended. Arpt open dalgt only. Rwy marked with barrels.

**COMMUNICATIONS:** CTAF 122.9

WICHITA

## PLEASANTON

**GILMORE** (57K) 3 SW UTC-6(-5DT) N38°07.70' W94°44.85'

900 NOTAM FILE ICT

**RWY 03-21:** H2870X35 (ASPH)

**RWY 03:** Trees.

**AIRPORT REMARKS:** Unattended. Wildlife on and in/ovf arpt. Tall grass and weeds growing immediately adjacent to rwy.

Tall weeds growing in rwy pavement cracks. Linn county provides minimum maintenance to airstrip.

**COMMUNICATIONS:** CTAF 122.9

KANSAS CITY

**POMONA LAKE** (See LYNDON)

## PRAIRIE VIEW

**VAN PAK** (ØP1) 0 E UTC-6(-5DT) N39°49.90' W99°34.11'

2213 NOTAM FILE ICT

**RWY 16-34:** 2590X128 (TURF)

**RWY 16:** Ground. **RWY 34:** Road.

**AIRPORT REMARKS:** Unattended. Rwy 16-34 12 inch weeds cover entire rwy.

**COMMUNICATIONS:** CTAF 122.9

WICHITA



# RNAV (GPS) RWY 4

PITTSBURG/ ATKINSON MUNI (PTS)

APP CRS  
**036°**

Rwy Idg **4000**  
TDZE **945**  
Apt Elev **950**



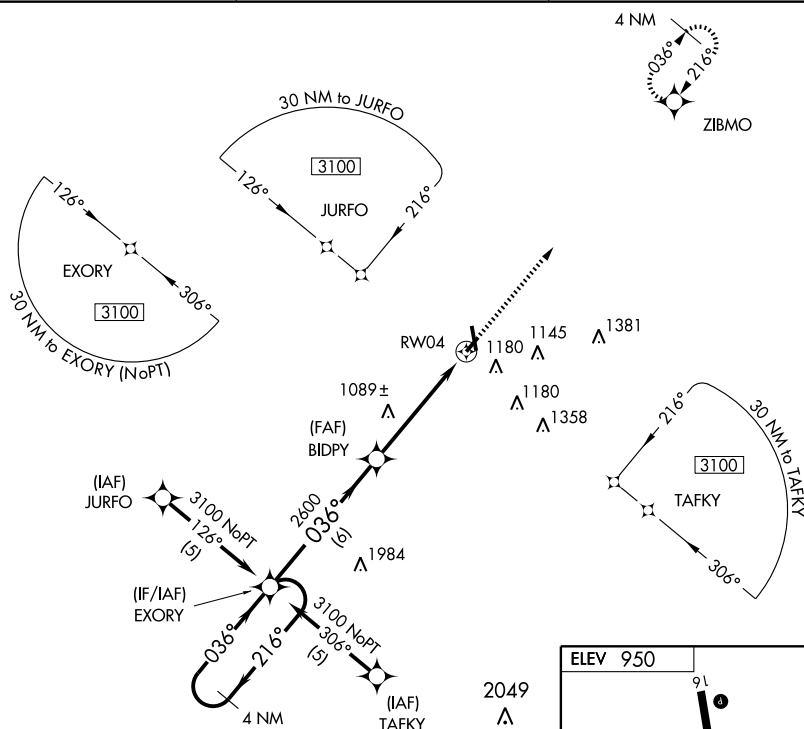
When local altimeter setting not received, use Joplin  
altimeter setting.

MISSED APPROACH: Climb to 3000 direct ZIBMO and hold.

AWOS-3  
**118.775**

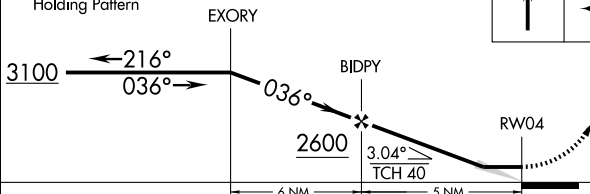
KANSAS CITY CENTER  
**128.6 282.325**

UNICOM  
**123.0 (CTAF) 0**



ELEV 950

4 NM  
Holding Pattern



CATEGORY	A	B	C	D
LNNAV MDA	1400-1	455 (500-1)	1400-1¼ 455 (500-1¼)	NA
CIRCLING	1600-1	650 (700-1)	1600-1¾ 650 (700-1¾)	NA

TDZE

945

036° to  
RW04

MIRL Rwy 4-22 and 16-34 0  
REIL Rwy 4-22 and 16-34 0

APP CRS <b>166°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>933</b> <b>950</b>
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**RNAV (GPS) RWY 16**

PITTSBURG/ATKINSON MUNI (PTS)

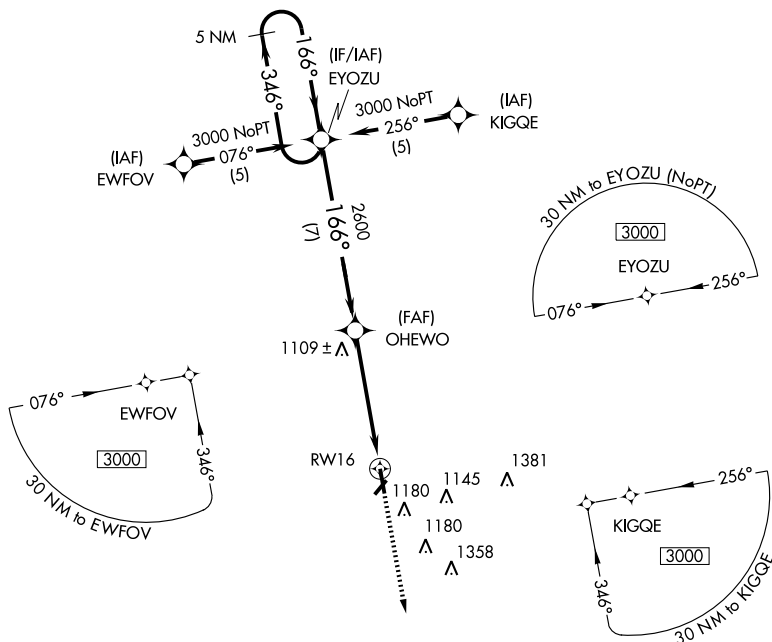
**▼** DME/DME RNP-0.3 NA. If local altimeter setting not received, use JOPLIN altimeter setting and increase all MDAs 60 feet.  
**▲** VDP NA when using JOPLIN altimeter setting.

MISSED APPROACH: Climb to 3100  
direct EVJUC and hold.

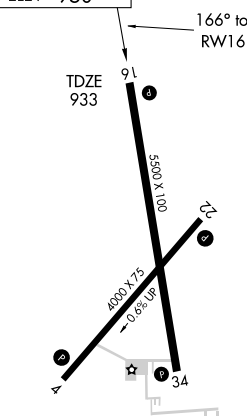
AWOS-3  
**118.775**

KANSAS CITY CENTER  
**128.6 282.325**

UNICOM  
**123.0(CTAF) ①**



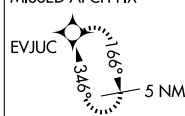
ELEV 950



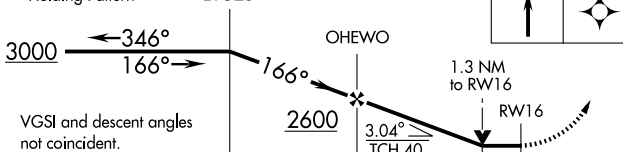
MIRL Rwy 4-22 and 16-34 ①  
REIL Rwy 4-22 and 16-34 ①

▲ 1984

MISSED APCH FIX



5 NM  
Holding Pattern

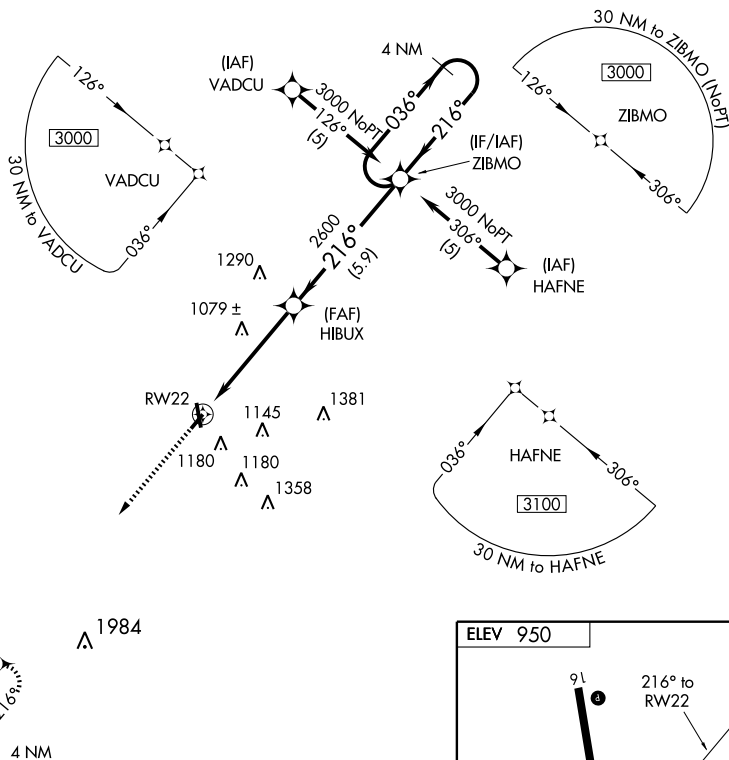


CATEGORY	A	B	C	D
LNNAV MDA	1360-1	427 (500-1)	1360-1 ¼ 427 (500-1 ¼)	NA
CIRCLING	1540-1	590 (600-1)	1540-1 ½ 590 (600-1 ½)	NA

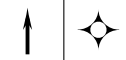
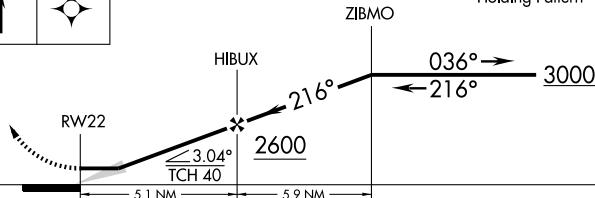
APP CRS  
**216°**Rwy Idg **4000**  
TDZE **945**  
Apt Elev **950****RNAV (GPS) RWY 22**  
PITTSBURG/ATKINSON MUNI (PTS)

▼ When local altimeter setting not received, use Joplin altimeter setting.  
▲ NA

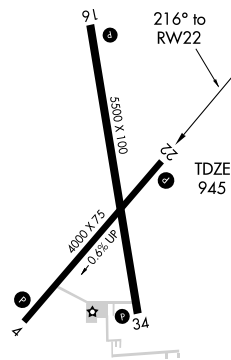
MISSED APPROACH: Climb to 3100 direct EXORY and hold.

AWOS-3  
**118.775**KANSAS CITY CENTER  
**128.6 282.325**UNICOM  
**123.0 (CTAF) 0**

3100 EXORY

4 NM  
Holding Pattern

ELEV 950



CATEGORY	A	B	C	D
RNAV MDA	1460-1	515 (600-1)	1460-1½ 515 (600-1½)	NA
CIRCLING	1600-1	650 (700-1)	1600-1¾ 650 (700-1¾)	NA

MIRL Rwy 4-22 and 16-34 0  
REIL Rwy 4-22 and 16-34 0

WAAS Ch <b>77600</b> <b>W34A</b>	APP CRS <b>346°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>929</b> <b>950</b>
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# RNAV (GPS) RWY 34

PITTSBURG/ATKINSON MUNI (PTS)

**▽** DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F). If local altimeter setting not received, use JOPLIN altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV NA when using JOPLIN altimeter setting.

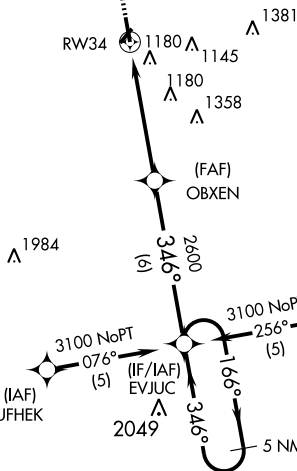
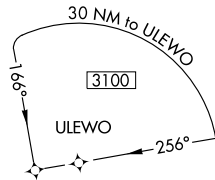
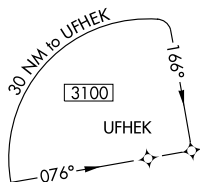
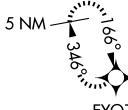
**MISSED APPROACH:** Climb to 3000 direct EYOZU and hold.

AWOS-3  
**118.775**

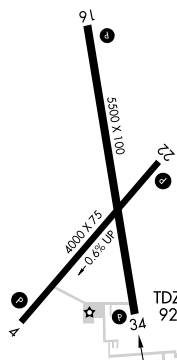
KANSAS CITY CENTER  
**128.6 282.325**

UNICOM  
**123.0 (CTAF)**

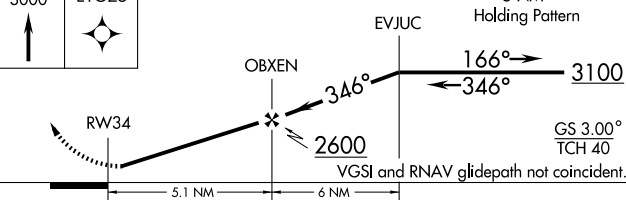
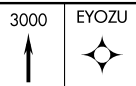
## MISSED APCH FIX



ELEV 950



MIRL Rwy 4-22 and 16-34  
REIL Rwy 4-22 and 16-34



CATEGORY	A	B	C	D
LPV DA	1211-1	282 (300-1)		NA
LNAV/VNAV DA	1549-2	620 (600-2)		NA
LNAV MDA	1480-1	551 (600-1)	1480-1½ 551 (600-1½)	NA
CIRCLING	1540-2	590 (600-2)		NA

VOR/DME OSW <b>117.6</b> Chan <b>123</b>	APP CRS <b>044°</b>	Rwy Idg TDZE Apt Elev	<b>4000</b> <b>945</b> <b>950</b>
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**VOR/DME RWY 4**  
PITTSBURG/ ATKINSON MUNI (PTS)

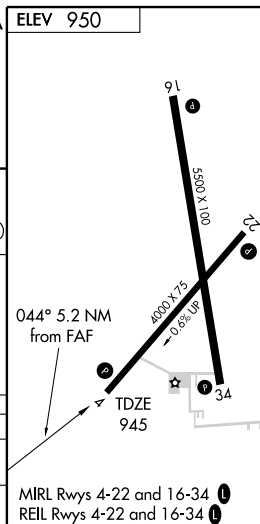
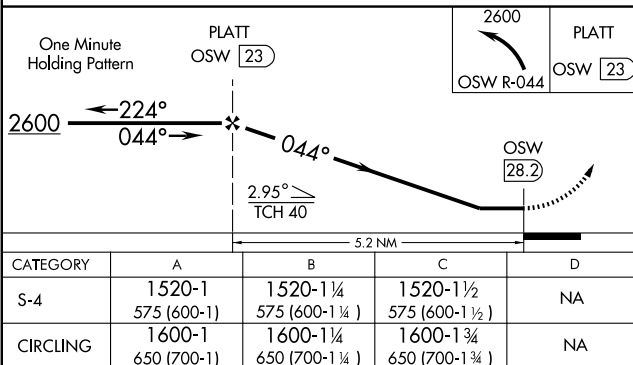
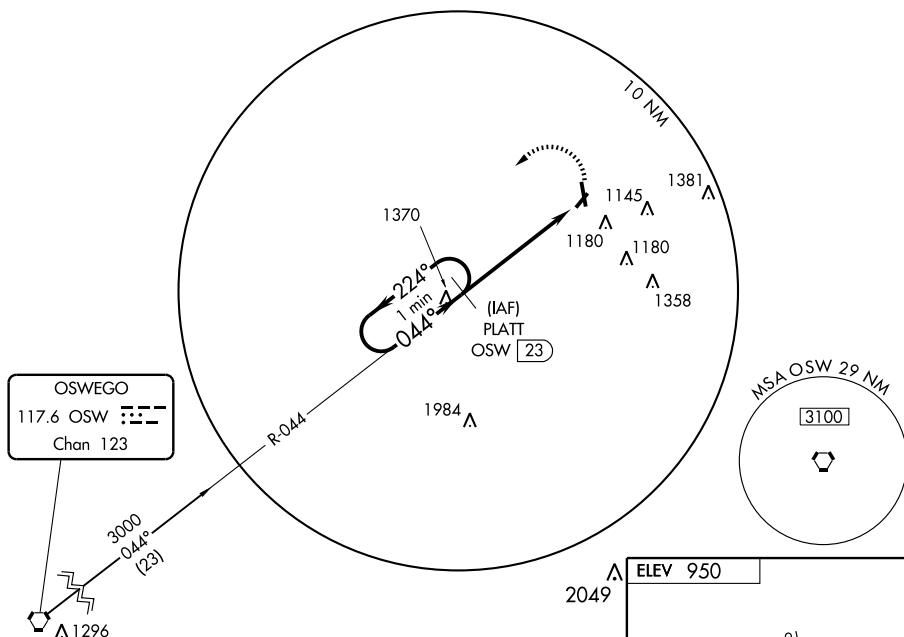
**NA** When local altimeter setting not received, use Joplin altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 via OSW R-044 PLATT 23 DME and hold.

AWOS-3  
**118.775**

KANSAS CITY CENTER  
**128.6 282.325**

UNICOM  
**123.0 (CTAF) 0**



**PRATT INDUSTRIAL** (PTT) 4 N UTC-6(-5DT) N37°42.15' W98°44.82'

1953 B S4 FUEL 100LL, JET A NOTAM FILE PTT

RWY 17-35: H5500X100 (CONC) S-30, D-42 MIRL

RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Attended 1400Z±-SS. Watch for migrating birds on and in/ov arpt. Do not mistake lgtd cattle pens for lgtd rwys.

Ultra-lights and gyro-copters use rgt t/c Rwy 17-35 not to exceed 500' AGL. Rwy 17 is calm wind rwy. MIRL Rwy 17-35 preset on low ints, to increase ints ACTIVATE—CTAF. For PAPI Rwy 17 and Rwy 35 during dalgst hrs ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.725 (620) 672-2793.

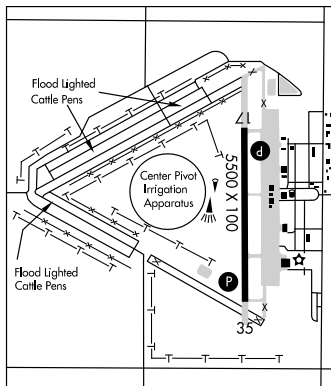
**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HUT.

HUTCHINSON (L) VORW/DME 116.8 HUT Chan 115 N37°59.82'

W97°56.05' 237° 42.5 NM to fld. 1531/9E.

NDB (MHW) 356 PTT N37°43.58' W98°44.82' 173° 1.4 NM to fld. NOTAM FILE ICT.



WICHITA

H-5B, L-10H, 15D

IAP

**RENNER FLD-GOODLAND MUNI** (See GOODLAND)

**REPUBLICAN** N39°48.79' W97°39.50' NOTAM FILE ICT.

NDB (MHW) 414 RPB at Belleville Muni.

WICHITA

L-10I

**RIPLY** N38°53.09' W95°34.89' NOTAM FILE FOE.

NDB (LOM) 326 FO 309° 5.5 NM to Forbes Fld.

KANSAS CITY

**RIVERSIDE** (See WICHITA)

**ROBINSON** N39°51.05' W95°25.38' NOTAM FILE ICT.

(L) VORW/DME 108.2 RBA Chan 19 326° 15.7 NM to Brenner Fld. 1126/4E.

KANSAS CITY

H-5C, L-10J

## ROSE HILL

**COOK AIRFIELD** (K50) 2 W UTC-6(-5DT) N37°38.98' W97°10.47'

1345 FUEL 100LL NOTAM FILE ICT

RWY 17-35: H2507X40 (ASPH) S-2 MIRL

RWY 17: PAPI(P2L)—GA 4.0° TCH 40'. Trees.

RWY 35: Thld dsplcd 153'.

RWY 01-19: 1600X50 (TURF)

RWY 01: Road.

RWY 19: Tree.

**AIRPORT REMARKS:** Unattended. For fuel call 316-706-6131 or 316-650-6581. Parachute Jumping. Rwy 19 marked with orange cones. ACTIVATE MIRL Rwy 17-35 and PAPI Rwy 17—123.5.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

WICHITA

**RUSH CO** (See LA CROSSE)

NDB PTT <b><u>356</u></b>	APP CRS <b>172°</b>	Rwy Idg <b>5500</b> TDZE <b>1952</b> Apt Elev <b>1952</b>
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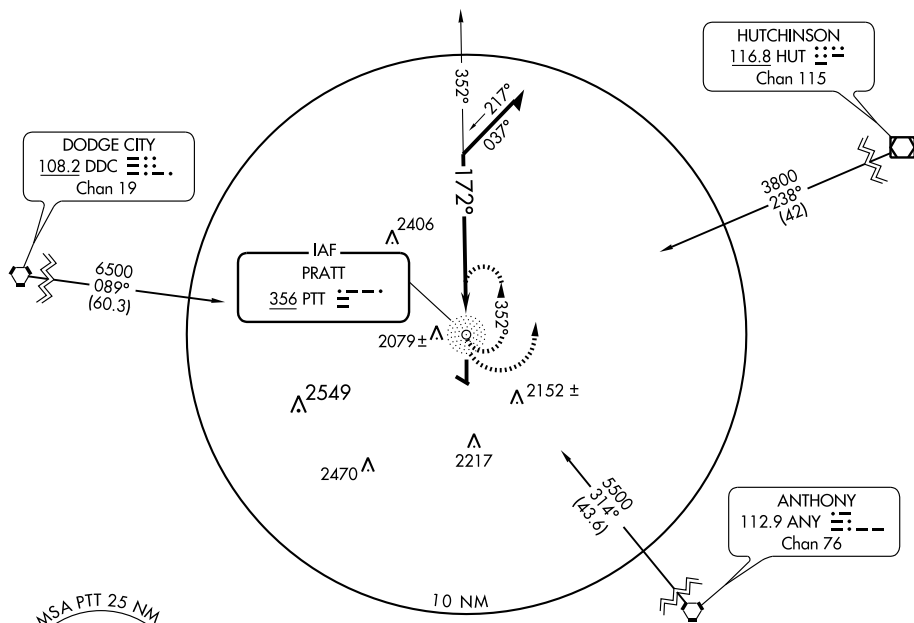
NDB RWY 17  
PRATT INDUSTRIAL (PTT)



**MISSED APPROACH:** Climbing left turn to 3600 in PTT NDB holding pattern.

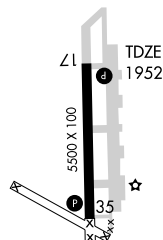
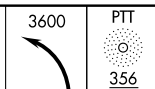
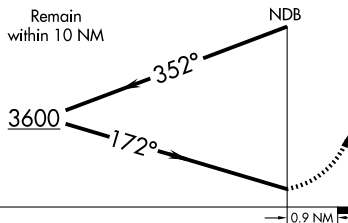
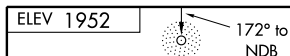
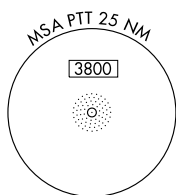
AWOS-3  
118.725

WICHITA RADIO  
122.65

UNICOM  
122.8 (CTAF) **L**

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010



CATEGORY	A	B	C	D
S-17	2440-1¼ 488 (500-1¼)			NA
CIRCLING	2440-1¼ 488 (500-1¼)		2440-1½ 488 (500-1½)	NA

REIL Rwy 17 and 35  
MIRL Rwy 17-35 **L**

Knots	60	90	120	150	180
Min:Sec					

PRATT, KANSAS  
Amdt 5 08213

PRATT INDUSTRIAL (PTT)  
NDB RWY 17

37°42'N-98°45'W

WAAS CH <b>99607</b> <b>W17A</b>	APP CRS <b>173°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>1953</b> <b>1953</b>
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# RNAV (GPS) RWY 17

PRATT INDUSTRIAL (PTT)

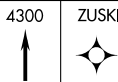
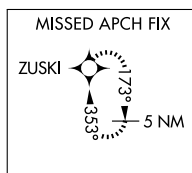
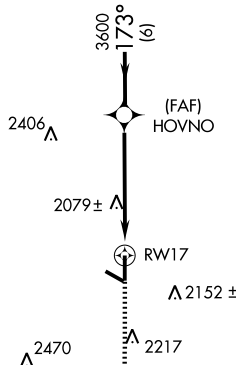
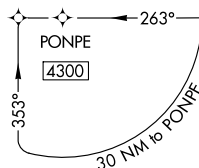
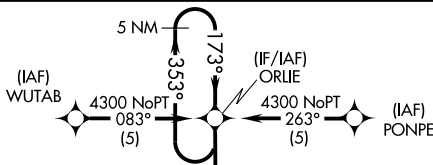
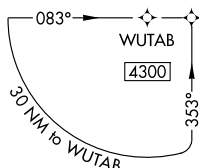
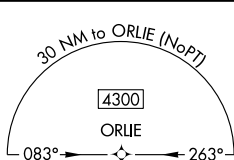
**▲** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F).  
DME/DME RNP-0.3 NA. When local altimeter setting not received use Great Bend altimeter setting and increase all DA/MDA 100 feet and LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats and LNAV Cat C ¼ mile. Baro-VNAV and VDP NA when using Great Bend altimeter setting.

**MISSED APPROACH:**  
Climb to 4300 direct ZUSKI and hold.

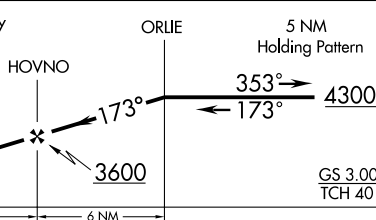
AWOS-3  
**118.725**

WICHITA RADIO  
**122.65**

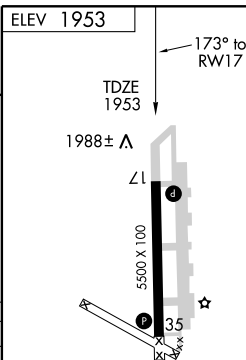
UNICOM  
**122.8 (CTAF) 0**



\*LNAV Only



CATEGORY	A	B	C	D
LPV DA	2203-1	250 (300-1)		NA
LNAV/VNAV DA	2258-1	305 (400-1)		NA
LNAV MDA	2340-1	387 (400-1)		NA
CIRCLING	2380-1 427 (500-1)	2420-1 467 (500-1)	2420-1½ 467 (500-1½)	NA



REIL Rwy 17 and 35  
MIRL Rwy 17-35 0



WAAS CH <b>86607</b> <b>W35A</b>	APP CRS <b>353°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>1953</b> <b>1953</b>
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## RNAV (GPS) RWY 35

PRATT INDUSTRIAL (PTT)

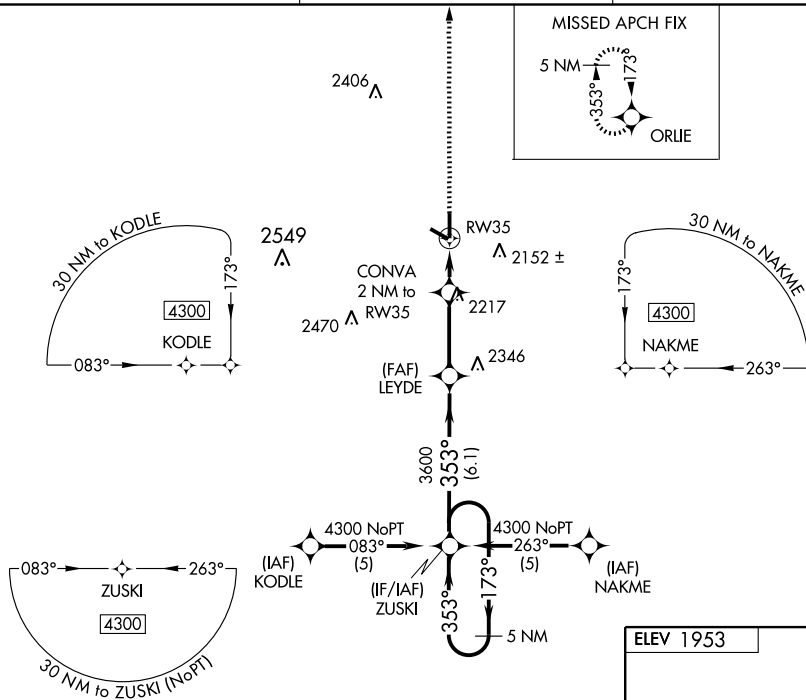
**A** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Great Bend altimeter setting and increase all DA/MDA 100 feet and LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Great Bend altimeter setting.

**MISSED APPROACH:**  
Climb to 4300 direct  
ORLE and hold.

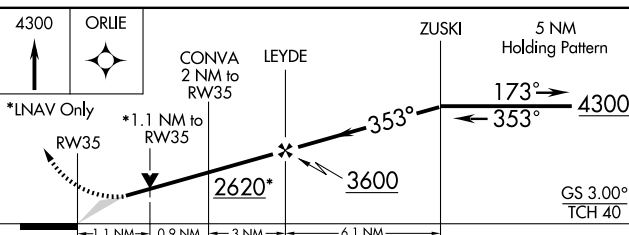
AWOS-3  
**118.725**

WICHITA RADIO  
**122.65**

UNICOM  
**122.8 (CTAF) 0**

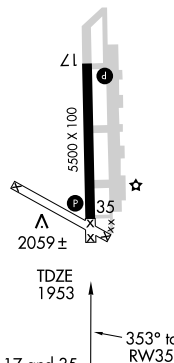


ELEV 1953



CATEGORY	A	B	C	D
LPV DA	2203-1	250 (300-1)		NA
LNAV/VNAV DA	2329-1¼	376 (400-1¼)		NA
LNAV MDA	2320-1	367 (400-1)		NA
CIRCLING	2380-1 427 (500-1)	2420-1 467 (500-1)	2420-1½ 467 (500-1½)	NA

REIL Rwy 17 and 35  
MIRL Rwy 17-35 0





WAAS Ch <b>93904</b> <b>W17A</b>	APP CRS <b>167°</b>	Rwy Idg TDZE Apt Elev <b>1864</b>	<b>5000</b> <b>1864</b>
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# RNAV (GPS) RWY 17

RUSSELL MUNI (RSL)

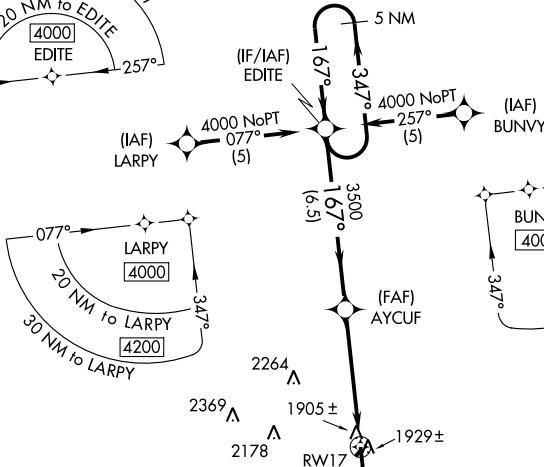
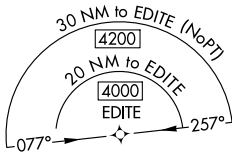
**▼** BARO-VNAV NA when using Hays altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Hays altimeter setting and increase all DAs 69 feet and all MDAs 80 feet.

MISSED APPROACH: Climb to 4000 direct BAQFO and hold.

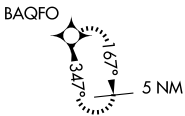
ASOS  
**128.325**

KANSAS CITY CENTER  
**124.4 322.4**

UNICOM  
**122.7 (CTAF) 0**



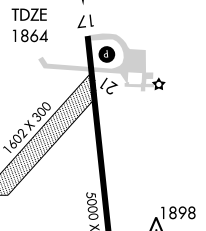
MISSED APCH FIX



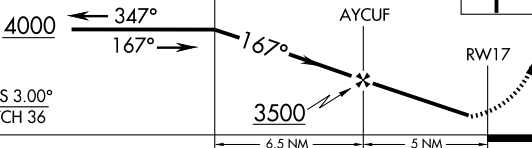
BISON MOA

ELEV 1864

167° to RW17



5 NM  
Holding Pattern



CATEGORY	A	B	C	D
LPV DA	2117-1	253 (300-1)		NA
LNAV/ VNAV DA	2175-1 1/4	311 (400-1 1/4)		NA
LNAV MDA	2220-1	356 (400-1)		NA
CIRCLING	2240-1 376 (400-1)	2320-1 456 (500-1)	2320-1 1/2 456 (500-1 1/2)	NA

REIL Rwy 17 and 35 0  
MIRL Rwy 17-35 0

WAAS Ch <b>99704</b> <b>W35A</b>	APP CRS <b>347°</b>	Rwy Idg <b>5000</b> TDZE <b>1861</b> Apt Elev <b>1864</b>
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# RNAV (GPS) RWY 35

## RUSSELL MUNI (RSL)

## RUSSELL MUNI (RSL)

**T** BARO-VNAV NA when using Hays altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Hays altimeter setting.

**A** If local altimeter setting not received, use Hays altimeter setting and increase all DAs 69 feet and all MDAs 80 feet.

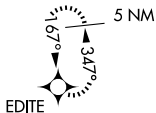
**MISSED APPROACH:** Climb to 4000  
direct EDITE and hold.

ASOS  
**128.325**

KANSAS CITY CENTER  
124.4 322.4

UNICOM  
122.7 (CTAF) **L**

MISSED APCH FIX



30 NM to DUNOQ

000

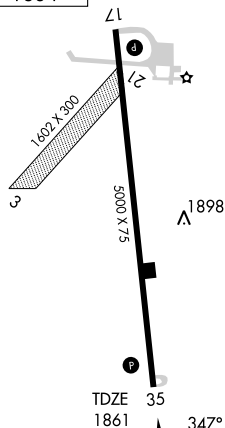
DUNOQ

257°

2963

BISON MOA

ELEV 1864



REIL Rwy 17 and 35 **L**  
MIRL Rwy 17-35 **L**

RUSSELL, KA  
Orig 07298

38°52'N-98°49'W

RUSSELL MUNI (RSL)

RNAV (GPS) RWY 35

NC-2. 23 SEP 2010 to 21 OCT 2010

VORTAC HYS <b>110.4</b> Chan <b>41</b>	APP CRS <b>076°</b>	Rwy ldg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>1864</b>
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**VOR/DME-A**  
RUSSELL MUNI (RSL)

▼ If local altimeter setting not received, use Hays altimeter setting and increase all MDAs 80 feet.

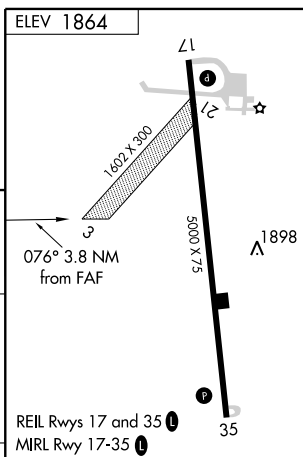
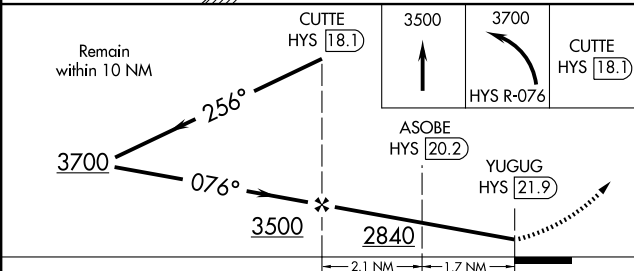
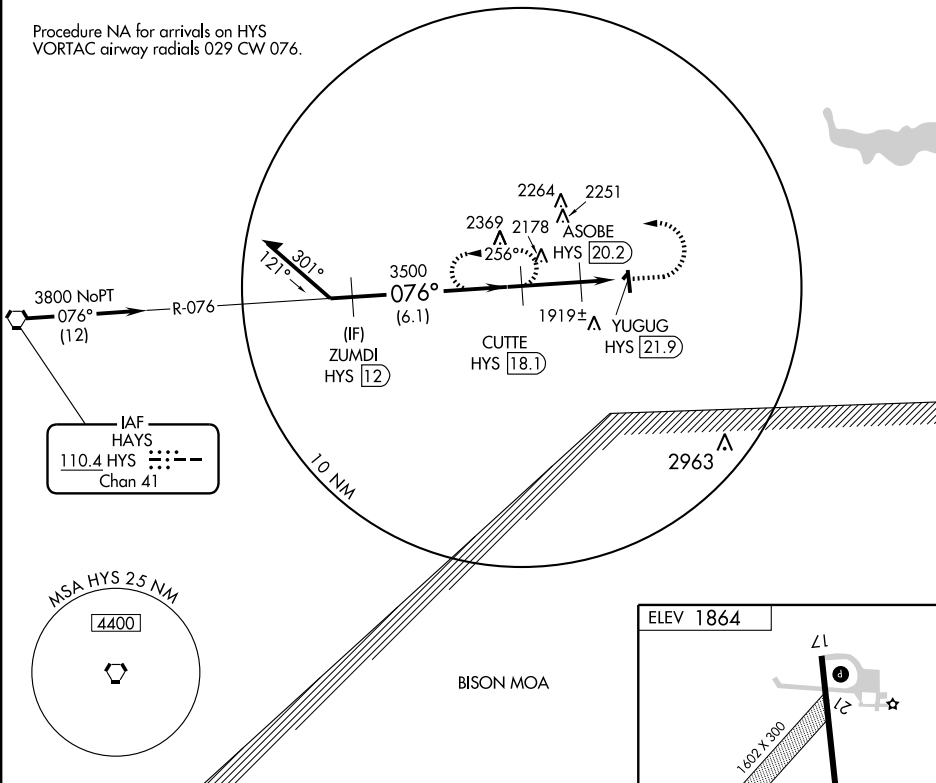
MISSED APPROACH: Climb to 3500 then climbing left turn to 3700 via HYS R-076 to CUTTE 18.1 DME and hold.

ASOS  
**128.325**

KANSAS CITY CENTER  
**124.4 322.4**

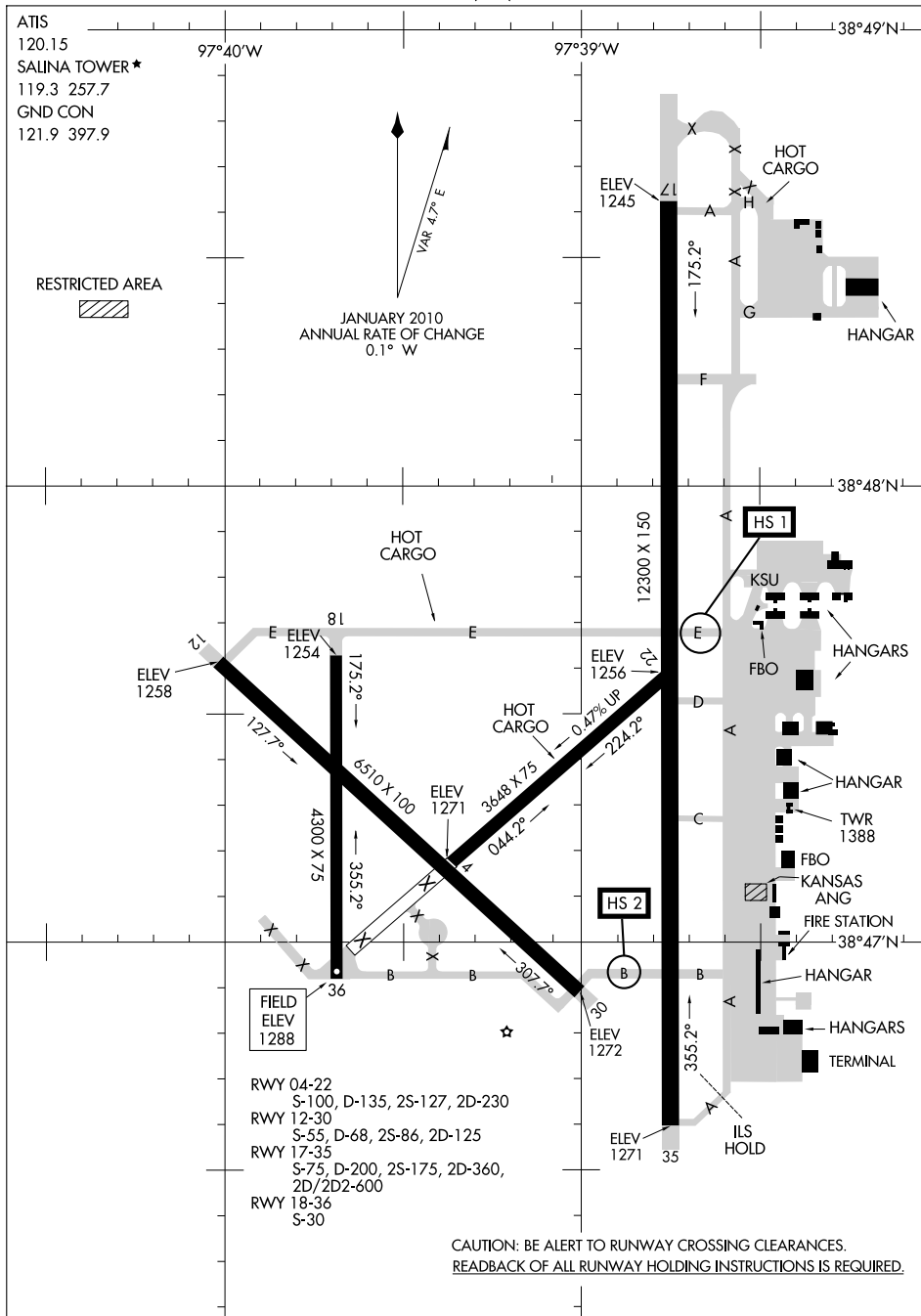
UNICOM  
**122.7 (CTAF) 1**

Procedure NA for arrivals on HYS  
VORTAC airway radials 029 CW 076.



CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	2240-1 376 (400-1)	2320-1¼ 456 (500-1¼)	2320-1½ 456 (500-1½)	NA	Min:Sec					

NC-2, 23 SEP 2010 to 21 OCT 2010



**ST MARY'S AIRPARK** (8K4) 4 N UTC-6(-5DT) N39°16.35' W96°03.68'

KANSAS CITY

1220 NOTAM FILE ICT

RWY 18-36: 2514X60 (TURF-GRVL)

RWY 18: Tree. RWY 36: Tree. Rgt tfc.

**AIRPORT REMARKS:** Unattended. All traffic remain east of rwy. 440' tower 3 NM south and 680' smoke stacks 3.2 NM west-northwest of arpt. 168' tower 1.2 NM south-southwest of Rwy 36. Numerous small trees along east edge of rwy in primary sfc. Uneven surface, line of sight obstructed between rwy ends.

**COMMUNICATIONS:** CTAF 122.9**SALINA MUNI** (SLN) 3 SW UTC-6(-5DT) N38°47.46' W97°39.13'

WICHITA

1288 B S4 FUEL 100LL, JET A, MOGAS OX 1 ARFF Index—See Remarks

H-5C, L-101

NOTAM FILE SLN

IAP, AD

RWY 17-35: H12300X150 (ASPH) S-75, D-200, 2S-175, 2D-360, 2D/2D2-600 HIRL

RWY 17: MALS. PAPI (P4L)—GA 3.0° TCH 52'.

RWY 35: MALSR. Ground.

RWY 12-30: H6510X100 (ASPH) S-55, D-68, 2S-86, 2D-125 MIRL

RWY 12: PAPI(P4L)—GA 3.0° TCH 48'. Tree.

RWY 30: PAPI(P4L)—GA 3.0° TCH 48'.

RWY 18-36: H4300X75 (ASPH) S-30

RWY 04-22: H3648X75 (ASPH) S-100, D-135, 2S-127, 2D-230 0.5% up SW

RWY 22: Bldg.

**AIRPORT REMARKS:** Attended continuously. No line of sight, all rwys due to gradient, topography and trees. Seasonal mowing ops adjacent to rwys and twys. Calm wind Rwy 35. Air carrier operations involving acft with more than 9 passenger seats are not authorized in excess of 15 minutes before or after scheduled arrival or departure times without prior coordination with arpt manager to confirm that ARFF services are avbl prior to landing or takeoff. Call arpt manager 785-827-3914. PPR 24 hrs for unscheduled air carrier operations with more than 30 passenger seats call arpt manager 785-827-3914. Class IV, ARFF Index A. ARFF avbl Mon-Sun 1200-0500Z†. ARFF Index B provided. When twr clsd ACTIVATE MIRL Rwy 12-30, PAPI Rwy 12 and Rwy 30, HIRL Rwy 17-35, MALS and PAPI Rwy 17 and MALSR Rwy 35—CTAF.

**WEATHER DATA SOURCES:** ASOS (785) 823-3402. HIWAS 117.1 SLN. LAWRS (1900-0500Z†).**COMMUNICATIONS:** CTAF 119.3 ATIS 120.15 UNICOM 122.95

RCO 122.4 (WICHITA RADIO)

KANSAS CITY CENTER APP/DEP CON 134.9

TOWER 119.3 (1300-0500Z†) GND CON 121.9

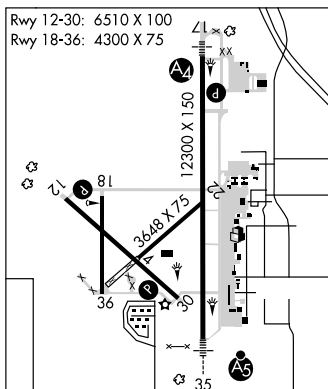
**AIRSPACE:** CLASS D svc 1300-0500Z† other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE SLN.

(H) VORTACW 117.1 SLN Chan 118 N38°55.51' W97°37.28' 183° 8.2 NM to fld. 1315/7E. HIWAS.

VOR portion unusable 324°-011° byd 25 NM blo 4500'.

FLORY NDB (LOM) 344 SL N38°40.89' W97°38.70' 350° 6.6 NM to fld.

ILS 108.9 I-SLN Rwy 35 Class IE. LOM FLORY NDB. LOC unusable byd 25° left of course.

**COMM/NAV/WEATHER REMARKS:** Freq 121.5 not avbl at twr.**SALT** N38°07.42' W97°55.62' NOTAM FILE HUT.

WICHITA

NDB (LOM) 404 HU 132° 4.7 NM to Hutchinson Muni.

**SATANTA MUNI** (1K9) 1 N UTC-6(-5DT) N37°27.40' W100°59.08'

WICHITA

2976 B FUEL 100LL NOTAM FILE ICT

L-106, 15C

RWY 03-21: H3250X40 (ASPH) LIRL (NSTD)

**AIRPORT REMARKS:** Unattended. For fuel call 620-649-2230. Pay phone avbl 24 hours. Oil well 160' S of Rwy 03, Grain elevators 1 NM S, Twr 1 NM SW. NSTD LIRL due to spacing. ACTIVATE LIRL Rwy 03-21—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE LBL.

LIBERAL (H) VORTACW 112.3 LBL Chan 70 N37°02.66' W100°58.27' 348° 24.7 NM to fld. 2891/11E. HIWAS.

**SAWCY** N37°05.38' W97°02.18' NOTAM FILE WLD.

WICHITA

NDB (LOM) 353 SO 353° 4.7 NM to Strother Fld.

## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DODGE CITY, KS		
DODGE CITY RGNL (DDC)	HS 1	Ramp is in close proximity to rwys.
GARDEN CITY, KS		
GARDEN CITY RGNL (GCK)	HS 1	Back taxi required for full length Rwy 12.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
	HS 3	Twy A leads to int or Rwy 30.
GRAND ISLAND, NE		
CENTRAL NEBRASKA RGNL (GRI)	HS 1	Twy B crosses Rwy 17.
	HS 2	Twy C crosses Rwy 17 at the ramp.
HUTCHINSON, KS		
HUTCHINSON MUNI (HUT)	HS 1	Complex twy/rwy crossings.
	HS 2	Close proximity rwy boundary markings.
LIBERAL, KS		
LIBERAL MID-AMERICA RGNL (LBL)	HS 1	Multiple rwys and twys intersect in small area.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
LINCOLN, NE		
LINCOLN (LNK)	HS 1	Complex int of rwys and twys.
	HS 2	Apch holding position on twy near run up area.
MANHATTAN, KS		
MANHATTAN RGNL (MHK)	HS 1	Terminal ramp at Twy D intersects with Rwy 03-21.
	HS 2	Twy A intersects with Rwy 13-31.
OLATHE, KS		
JOHNSON COUNTY EXECUTIVE (OJC)	HS 1	Twy crosses rwy.
	HS 2	Unusual holding position.
OLATHE, KS		
NEW CENTURY AIRCENTER (IXD)	HS 1	Complex twy/rwy int.
	HS 2	Military ramp near twy.
	HS 3	Complex twy/rwy ints in area of limited twr visibility.
OMAHA, NE		
EPPLEY AIRFIELD (OMA)	HS 1	Complex twy int.
	HS 2	Rwy safety area in close proximity to ramp.
	HS 3	Rwy safety area in close proximity to ramp.
SALINA, KS		
SALINA MUNI (SLN)	HS 1	Twy E int departures Rwy 17-35.
	HS 2	Twy B intersects Rwy 12-30 and Rwy 17-35. Close proximity rwy boundary hold markings.
TOPEKA, KS		
FORBES FIELD (FOE)	HS 1	Twy A turns southwest to access the apch end of Rwy 03.
	HS 2	Twy A turns south to apch end Rwy 03. Not visible from twr.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)



## HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
TOPEKA, KS		
PHILIP BILLARD MUNI (TOP)	HS 1	Ramp area and twy int in close proximity to rwys.
WICHITA, KS		
WICHITA MID-CONTINENT (ICT)	HS 1	Confusing ramp exit/entrance.
	HS 2	Twy/rwy crossing.
	HS 3	Confusing twy/rwy int.

\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-SLN	APP CRS	Rwy Idg	<b>12300</b>
<b><u>108.9</u></b>	<b>353°</b>	TDZE	<b>1271</b>
		Apt Elev	<b>1288</b>

ILS or LOC RWY 35  
SALINA MUNI (SLN)

**T** Cat D and E circling NA southwest of Rwy 12-30.  
**A** For inoperative MALSR, increase S-LOC 35 Cat D visibility to 1¼ miles and Cat E to 1½ mile.

MALSR

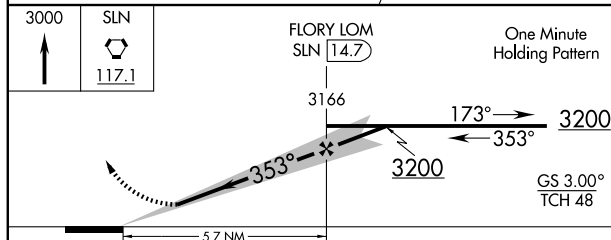
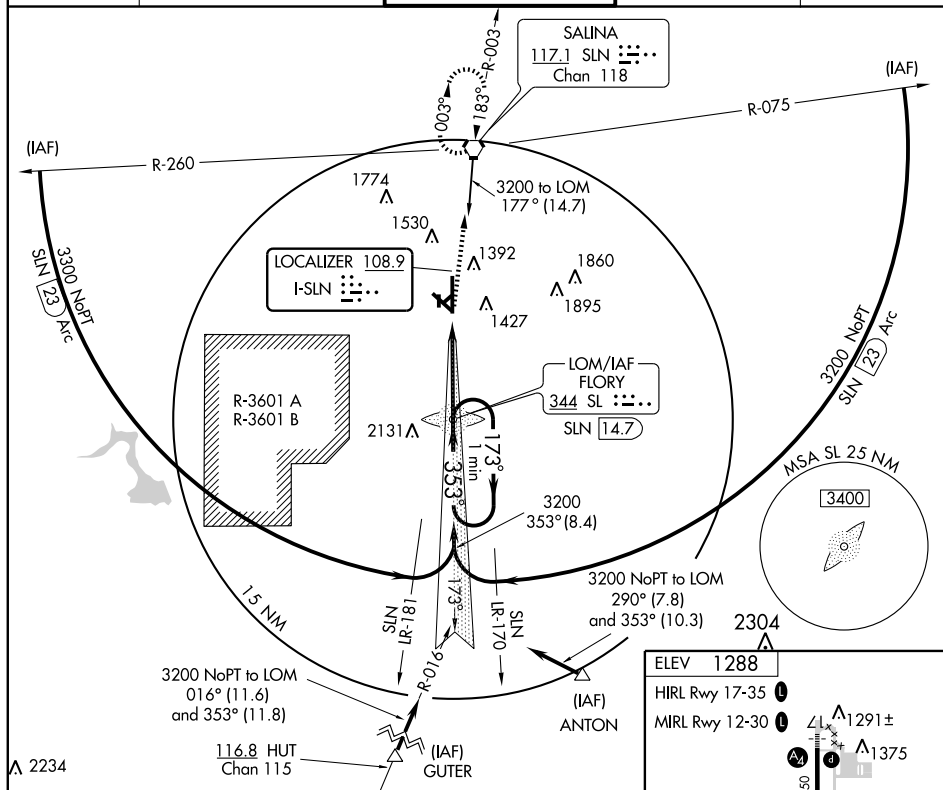
**MISSED APPROACH:** Climb to 3000 direct SLN VORTAC and hold.

ATIS  
**120.15**

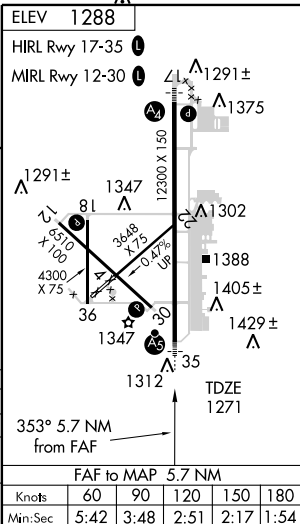
KANSAS CITY CENTER  
134.9 363.2

SALINA TOWER ★  
119.3 (CTAF)  257.7

GND CON  
121.9 397.9

UNICOM  
122.95

CATEGORY	A	B	C	D	E
S-ILS 35	1471-½ 200 (200-½)				
S-LOC 35	1680-½ 409 (500-½)	1680-¾ 409 (500-¾)	1680-1 409 (500-1)		
CIRCLING	1820-1 532 (600-1)	1840-1½ 552 (600-1½)	1840-2 552 (600-2)		



SALINA, KANSAS  
Amdt 19A 08325

38° 47' N-97° 39' W

SALINA MUNI (SLN)  
ILS or LOC RWY 35

NC-2. 23 SEP 2010 to 21 OCT 2010

LOM SL <b>344</b>	APP CRS <b>353°</b>	Rwy Idg TDZE Apt Elev	<b>12300</b> <b>1271</b> <b>1288</b>
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# NDB RWY 35

SALINA MUNI (SLN)

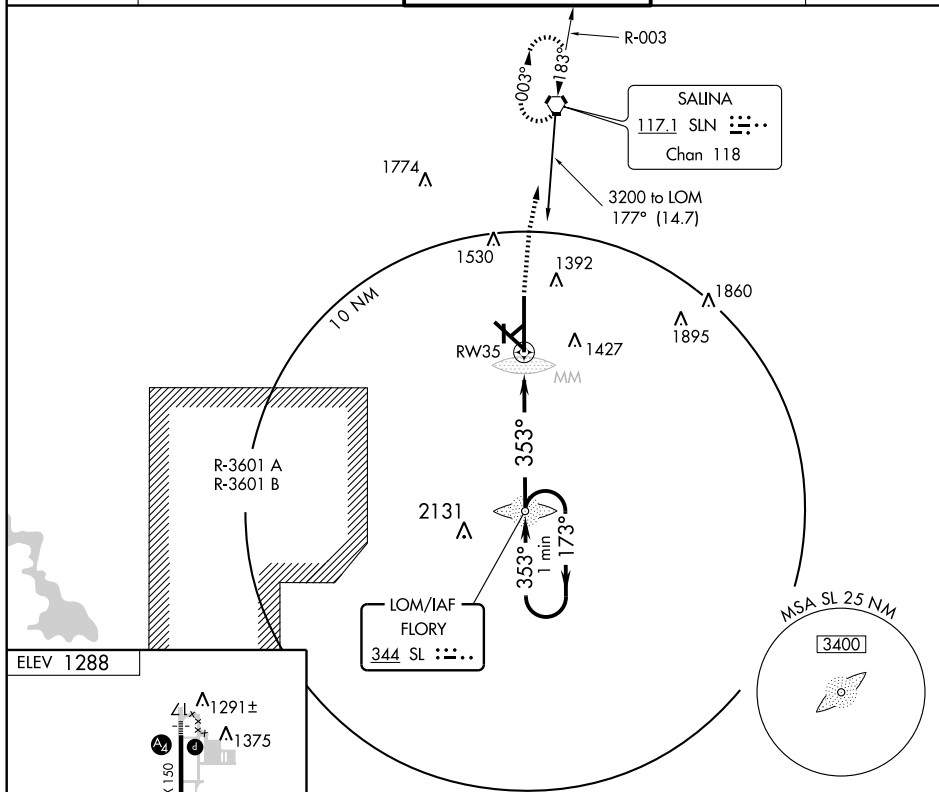


Cat D circling NA southwest of runway 12-30.

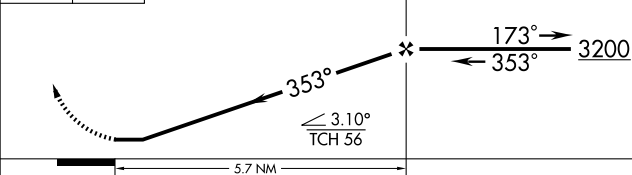
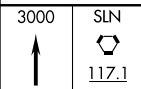
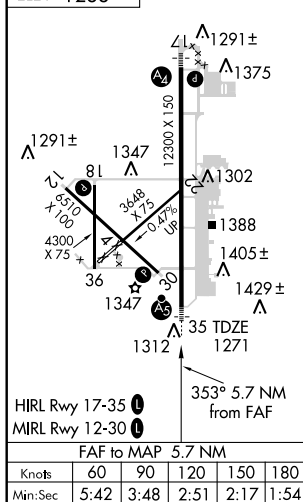


MISSED APPROACH: Climb to 3000 direct SLN VORTAC and hold.

ATIS <b>120.15</b>	KANSAS CITY CENTER <b>134.9 363.2</b>	SALINA TOWER ★ <b>119.3 (CTAF) 0 257.7</b>	GND CON <b>121.9 397.9</b>	UNICOM <b>122.95</b>
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ELEV 1288



CATEGORY	A	B	C	D
S-35	1740-¾ 469 (500-¾)			1740-1¼ 469 (500-1¼)
CIRCLING	1820-1 532 (600-1)		1840-1½ 552 (600-1½)	1840-2 552 (600-2)

SALINA, KANSAS  
Amdt 17A 08325

38° 47' N-97° 39' W

SALINA MUNI (SLN)  
NDB RWY 35

APP CRS <b>125°</b>	Rwy Idg <b>6510</b>
	TDZE <b>1265</b>
	Apt Elev <b>1288</b>

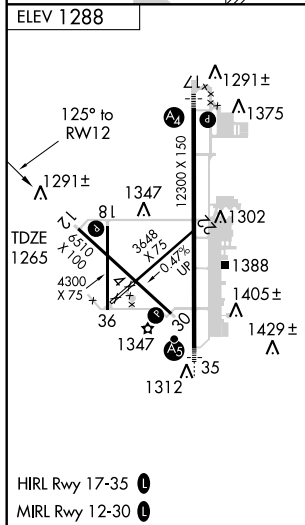
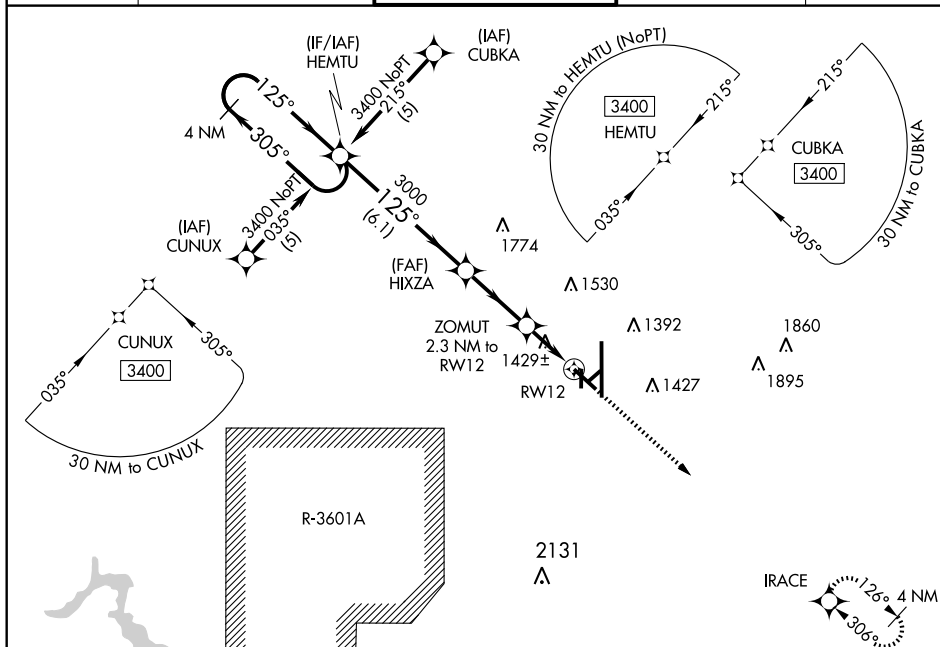
# RNAV (GPS) RWY 12

SALINA MUNI (SLN)

**▼** Circling NA for Cat D southwest of runway 12-30. DME/DME RNP-0.3 NA. When local altimeter setting not received, use McPherson altimeter setting and increase all MDA 100 feet and LNAV Cat C/D and circling Cat C visibility ¼ mile. VDP NA when using McPherson altimeter setting.

**MISSED APPROACH:**  
Climb to 3400 direct  
IRACE and hold.

ATIS <b>120.15</b>	KANSAS CITY CENTER <b>134.9 363.2</b>	SALINA TOWER ★ <b>119.3 (CTAF) 0 257.7</b>	GND CON <b>121.9 397.9</b>	UNICOM <b>122.95</b>
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	4 NM Holding Pattern	HEMTU	HIXZA	ZOMUT 2.3 NM to RW12	IRACE
	3400	3000	2040	1.3 NM to RW12	
	6.1 NM	3 NM	1 NM	1.3 NM	
CATEGORY	A	B	C	D	
LNAV MDA	1700-1	435 (500-1)	1700-1½ 435 (500-1½)	1700-1½ 435 (500-1½)	
CIRCLING	1820-1	532 (600-1)	1840-1½ 552 (600-1½)	1840-2 552 (600-2)	

SALINA, KANSAS

Orig 08325




38° 47' N-97° 39' W

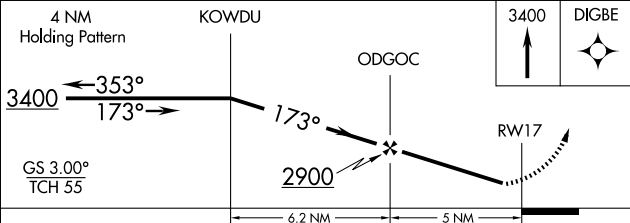
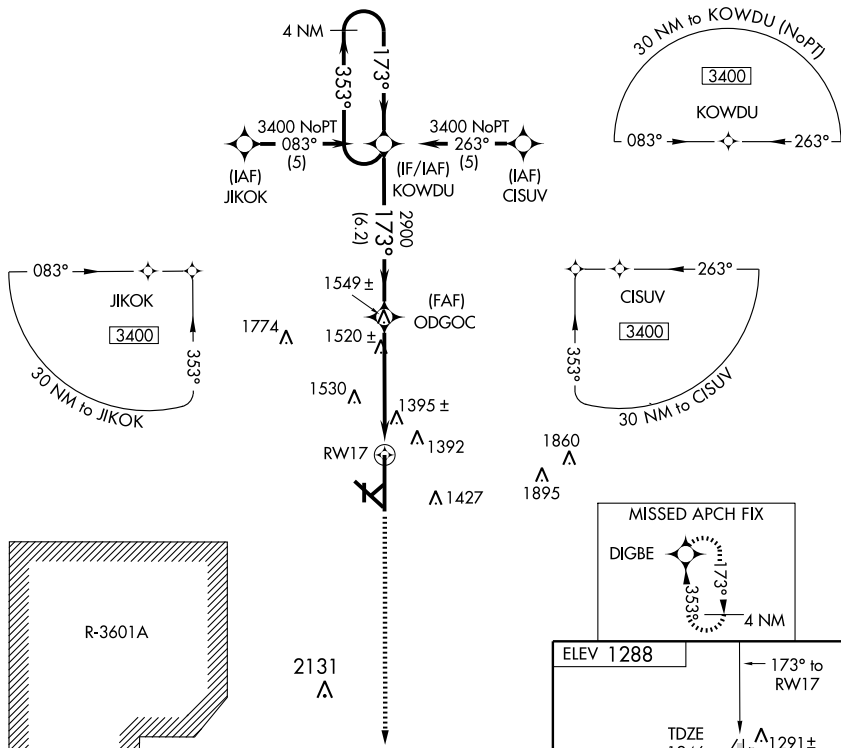
# RNAV (GPS) RWY 12

WAAS CH <b>70322</b> <b>W17A</b>	APP CRS <b>173°</b>	Rwy Idg <b>12300</b> TDZE <b>1246</b> Apt Elev <b>1288</b>
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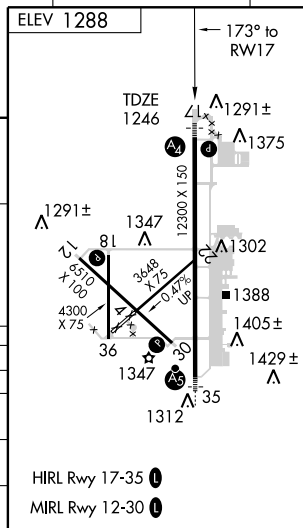
# RNAV (GPS) RWY 17

SALINA MUNI (SLN)

	DME/DME RNP-0.3 NA. BARO-VNAV NA below -17°C (2°F). Circling NA for Cat D southwest of Rwy 12-30. Inoperative table does not apply.		MALS 	MISSED APPROACH: Climb to 3400 direct DIGBE and hold.	
	ATIS 120.15	KANSAS CITY CENTER 134.9 363.2	SALINA TOWER ★ 119.3 (CTAF)  257.7		GND CON 121.9 397.9



CATEGORY	A	B	C	D
LPV DA	1496-1	250 (300-1)		
LNAV/DA	1741-1¾	495 (500-1¾)		
LNAV MDA	1780-1 534 (500-1)	1780-1½ 534 (500-1½)	1780-1¾ 534 (500-1¾)	
CIRCLING	1820-1¾ 532 (600-1¾)	1840-1¾ 552 (600-1¾)	1840-2 552 (600-2)	



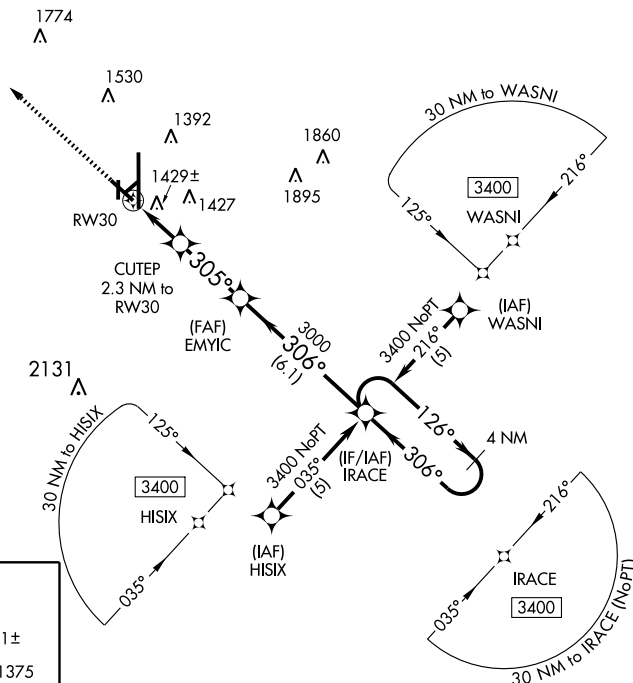
## RNAV (GPS) RWY 30

SALINA MUNI (SLN)

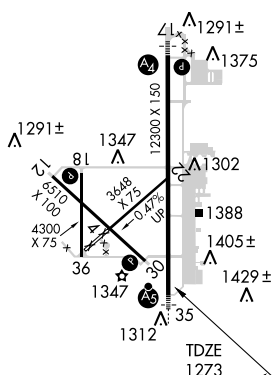
APP CRS  
**305°**Rwy Idg **6510**  
TDZE **1273**  
Apt Elev **1288**

⚠ Circling NA for Cat D southwest of runway 12-30. DME/DME RNP-0.3 NA. When local altimeter setting not received, use McPherson altimeter setting and increase all MDA 100 feet and LNAV Cat C /D and circling Cat C visibility ¼ mile. VDP NA when using McPherson altimeter setting.

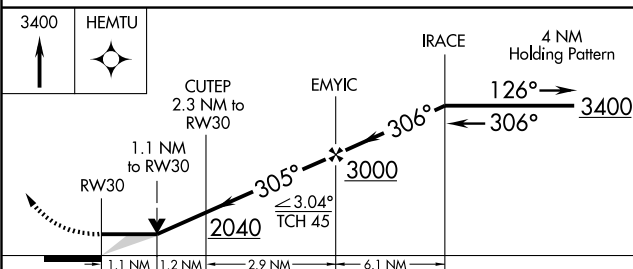
MISSED APPROACH: Climb to 3400 direct HEMTU and hold.

ATIS  
**120.15**KANSAS CITY CENTER  
**134.9 363.2**SALINA TOWER ★  
**119.3 (CTAF) 0 257.7**GND CON  
**121.9 397.9**UNICOM  
**122.95**

ELEV 1288



HIRL Rwy 17-35  
MIRL Rwy 12-30



CATEGORY	A	B	C	D
LNAV MDA	1680-1	407 (400-1)	1680-1¼	407 (400-1¼)
CIRCLING	1820-1	532 (600-1)	1840-1½ 552 (600-1½)	1840-2 552 (600-2)

SALINA, KANSAS  
Orig 08325

38° 47' N-97° 39' W

SALINA MUNI (SLN)  
RNAV (GPS) RWY 30

WAAS CH <b>77522</b> <b>W35A</b>	APP CRS <b>353°</b>	Rwy Idg <b>12300</b> TDZE <b>1271</b> Apt Elev <b>1288</b>
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RNAV (GPS) RWY 35  
SALINA MUNI (SLN)

SALINĂ MUNI (SLN)

**T** DME/DME RNP-0.3 NA. BARO-VNAV NA below -17°C (2°F).  
Circling NA for Cat D southwest of Rwy 12-30. For inoperative MALSR,  
increase LNAV Cat D visibility to 1¼ and LPV visibility all CATs to ¾.

MALSR

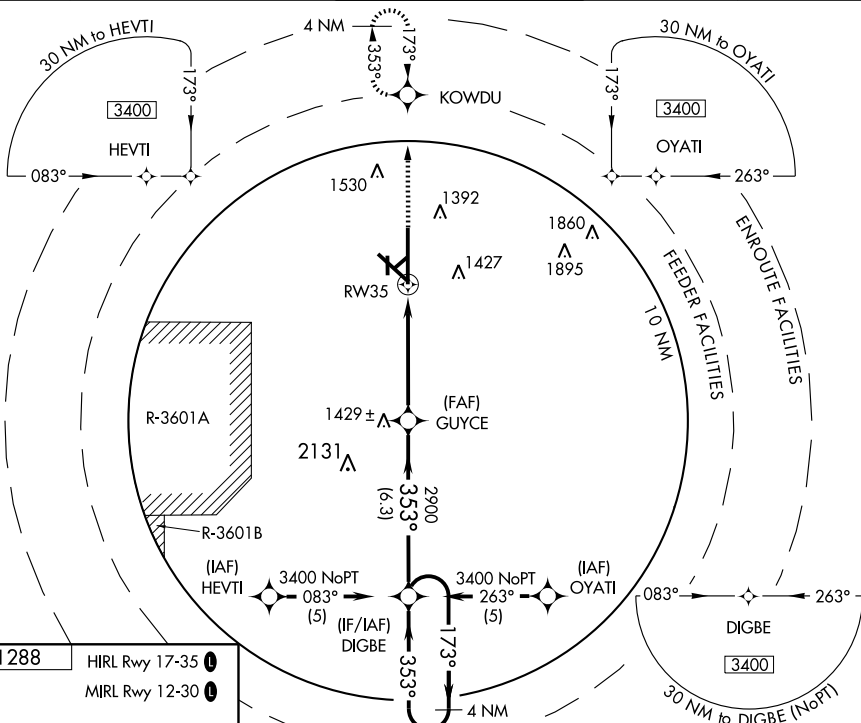
MISSED APPROACH: Climb to 3400  
direct KOWDU and hold.

ATIS  
**120.15**

KANSAS CITY CENTER  
134.9 363.2

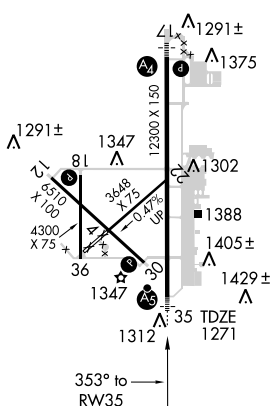
SALINA TOWER ★  
119.3 (CTAF) **L** 257.7



GND CON  
121.9 397.9

UNICOM  
122.95

ELEV 1288

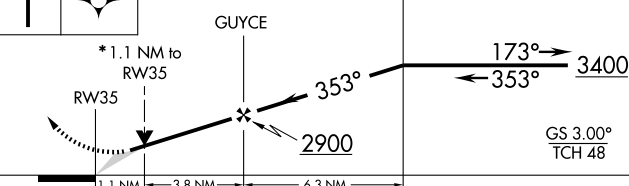
HIRL Rwy 17-35 **L**  
MIRL Rwy 12-30 **L**



3400	KOWDU
	

\* LNAV only.

DIGBE 4 NM Holding Pattern



CATEGORY		A		B		C		D	
LPV	DA	1521-½				250 (300-½)			
LNAV/ VNAV	DA	1623-¾				352 (400-¾)			
LNAV	MDA	1680-½ 409 (400-½)				1680-¾ 409 (400-¾)		1680-1 409 (400-1)	
CIRCLING		1820-1¼ 532 (600-1¼)		1840-1½ 552 (600-1½)		1840-2 552 (600-2)			

SALINA, KANSAS  
Orig 08325

38° 47' N-97° 39' W

SALINA MUNI (SLN)  
RNAV (GPS) RWY 35

NC-2. 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

VORTAC SLN	APP CRS	Rwy Idg	12300
117.1	183°	TDZE	1246
Chan 118		Apt Elev	1288

# VOR RWY 17

## SALINA MUNI (SLN)

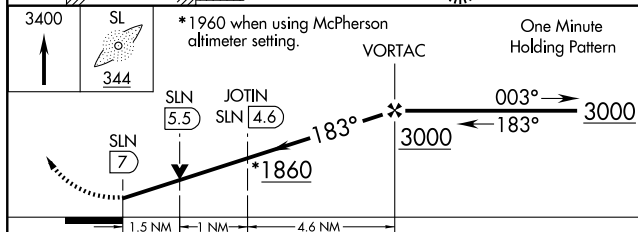
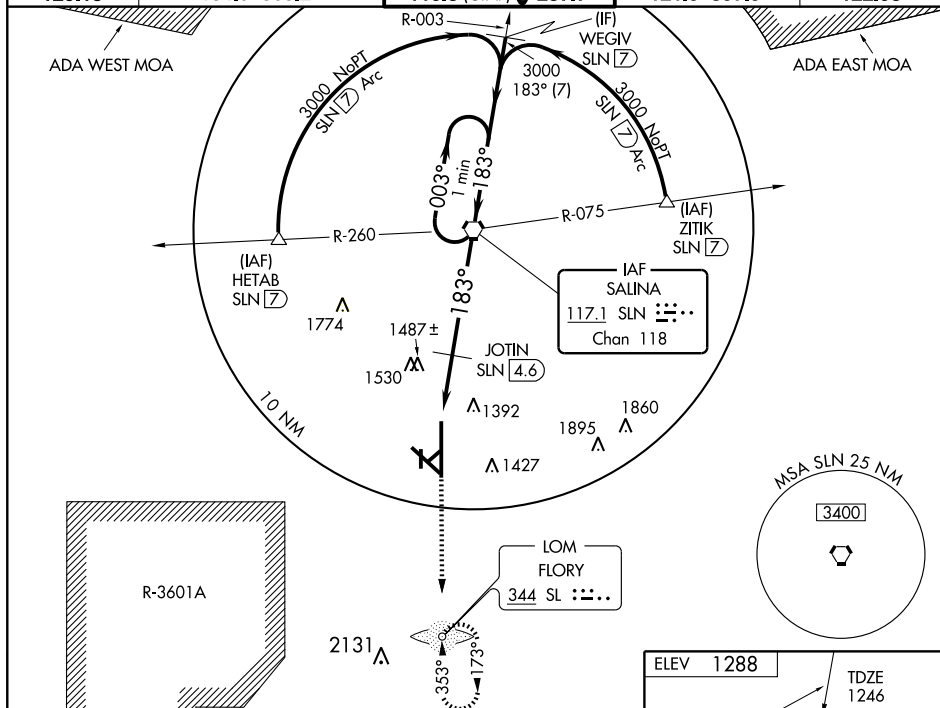
**⚠** Inoperative table does not apply to Cat C/D/E. Circling NA for Cat D/E southwest of Rwy 12-30. ADF required. When local altimeter setting not received, use McPherson altimeter setting and increase all MDA 100 feet and Cat C/D/E visibility ¼ mile and increase JOTIN fix minimums S-17 Cat C/D visibility ¼ mile, Cat E visibility ½ mile and circling Cat C/E visibility ¼ mile. VDP NA when using McPherson altimeter setting.

MALS

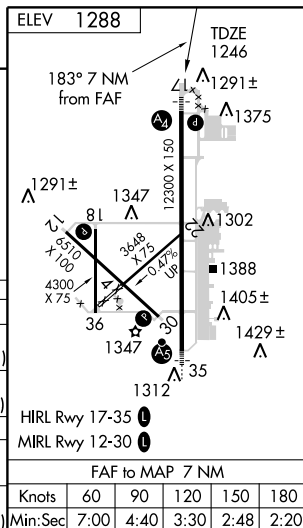


**MISSED APPROACH:**  
Climb to 3400 direct  
SL LOM and hold.

ATIS	KANSAS CITY CENTER	SALINA TOWER *	GND CON	UNICOM
120.15	134.9 363.2	119.3 (CTAF) 0 257.7	121.9 397.9	122.95



CATEGORY	A	B	C	D	E
S-17	1860-¾ 614 (600-¾)	1860-1 572 (600-1)	1860-1¾ 614 (600-1¾)	1860-2 614 (600-2)	1860-2¼ 614 (600-2¼)
CIRCLING	1860-1 572 (600-1)	1860-1 572 (600-1)	1860-1¾ 572 (600-1¾)	1860-2 572 (600-2)	1920-2¼ 632 (700-2¼)
JOTIN FIX MINIMUMS					
S-17	1760-¾ 514 (500-¾)	1760-1 514 (500-1)	1760-1½ 514 (500-1½)	1760-1¾ 514 (500-1¾)	1760-2 514 (500-2)
CIRCLING	1820-1 532 (600-1)	1820-1 532 (600-1)	1840-1½ 552 (600-1½)	1840-2 552 (600-2)	1920-2¼ 632 (700-2¼)





**SCOTT CITY MUNI** (TQK) 1 SE UTC-6(-5DT) N38°28.46' W100°53.10'

WICHITA

2963 B S4 FUEL 100LL, JET A NOTAM FILE ICT

L-106

RWY 17-35: H4999X70 (ASPH) S-13, D-16 MIRL

IAP

RWY 17: PAPI(P2L)—GA 3.0° TCH 38'. Road.

RWY 35: PAPI(P2L)—GA 3.0° TCH 39'.

RWY 08-26: 1900X60 (TURF)

RWY 08: Road.

**AIRPORT REMARKS:** Attended 1400-2330Z. Rwy 08-26 rough. Rwy 08-26 marked with painted tires. MIRL Rwy 17-35 preset low ints, to increase ints and ACTIVATE PAPI Rwy 17 and Rwy 35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.0 (620) 872-2233. SAWRS.**COMMUNICATIONS:** CTAF/UNICOM 122.8

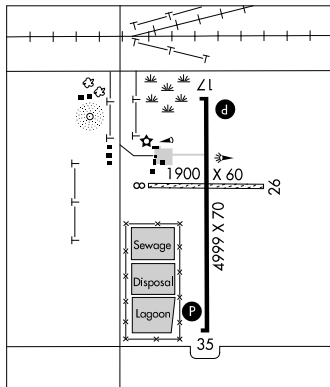
DENVER CENTER APP/DEP CON 132.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GCK.

**GARDEN CITY (H) VORTACW** 113.3 GCK Chan 80 N37°55.14' W100°43.50' 336° 34.1 NM to fld. 2877/11E.

**NDB (MHW)** 256 TQK N38°28.81' W100°53.30' at fld.

NOTAM FILE ICT.

**SEDAN CITY** (61K) 2 N UTC-6(-5DT) N37°08.90' W96°11.12'

KANSAS CITY

1005 NOTAM FILE ICT

RWY 18-36: 3160X51 (TURF) LIRL

RWY 18: Trees. RWY 36: Fence.

RWY 12-30: 1790X95 (TURF)

RWY 12: Fence. RWY 30: Tree.

**AIRPORT REMARKS:** Unattended. Rwy 12 road 20' from rwy end, p-line at 450'. ACTIVATE LIRL Rwy 18-36—CTAF.**COMMUNICATIONS:** CTAF 122.9**SENECA MUNI** (62K) 3 W UTC-6(-5DT) N39°50.83' W96°06.77'

KANSAS CITY

1270 NOTAM FILE ICT

RWY 18-36: 2400X100 (TURF) LIRL (NSTD)

RWY 18: Fence. RWY 36: Trees.

**AIRPORT REMARKS:** Unattended. Ultralight activity on and invof arpt. Rwy 18-36 rough at intersection with twy. Rwy 36 3.5% incline first 1,000'; remainder 2% incline. Fence AER 18 marked with white reflectors. Rwy 18-36 NSTD LIRL, spacing more than 200' apart, rwy end lgts orange.

**COMMUNICATIONS:** CTAF 122.9**SHALZ FLD** (See COLBY)**SHERMAN AAF** (See FORT LEAVENWORTH)**SHUGR** N39°17.63' W101°36.02' NOTAM FILE GLD.**NDB (MHW/LOM)** 414 GL 306° 6.5 NM to Renner Fld-Goodland Muni.

WICHITA

L-10d

NDB TQK  
256

APP CRS  
341°

Rwy Idg	<b>4999</b>
TDZE	<b>2963</b>
Apt Elev	<b>2963</b>

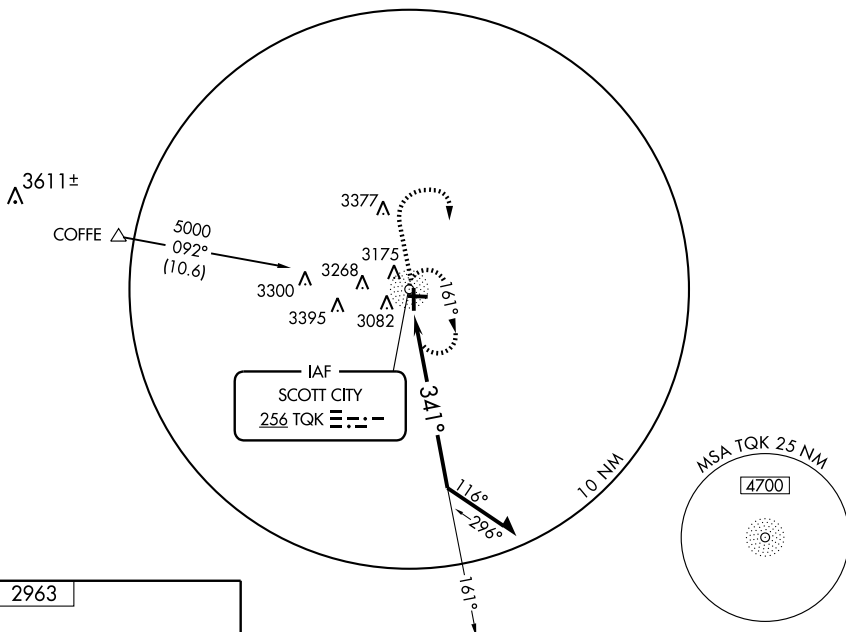
NDB RWY 35  
SCOTT CITY MUNI (TQK)

<p><b>NA</b> If local altimeter setting not received, use Garden City altimeter setting.</p>	<p><b>MISSED APPROACH:</b> Climb to 4100, then climbing right turn to 5000 direct TQK NDB and hold.</p>
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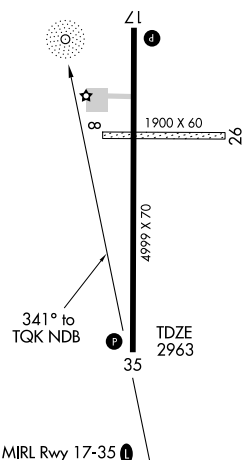
AWOS-3  
120.0




DENVER CENTER  
132.5 379.15

UNICOM  
122.8 (CTAF) **L**



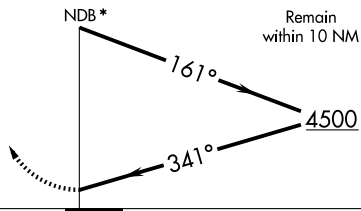
ELEV 2963



4100	5000	TQK
		
		256

NDB \*      Remain within 10 NM

\* Maintain 5000 or above until established outbound for PT.



CATEGORY	A	B	C	D
S-35	3480-1 517 (600-1)	517 (600-1)	3480-1½ 517 (600-1½)	3480-1¾ 517 (600-1¾)
CIRCLING	3480-1 517 (600-1)	3520-1 557 (600-1)	3520-1½ 557 (600-1½)	3620-2 657 (700-2)
GARDEN CITY REGIONAL ALTIMETER SETTING MINIMUMS				
S-35	3580-1 617 (700-1)	617 (700-1)	3580-1¾ 617 (700-1¾)	3580-2 617 (700-2)
CIRCLING	3580-1 617 (700-1)	3600-1 637 (700-1)	3600-1¾ 637 (700-1¾)	3720-2½ 757 (800-2½)

SCOTT CITY, KANSAS  
Amdt 1A 09155

SCOTT CITY MUNI (TQK)  
NDB RWY 35

38°28'N - 100°53'W

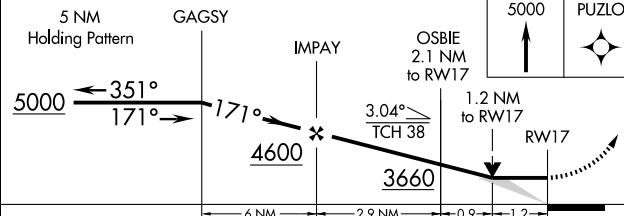
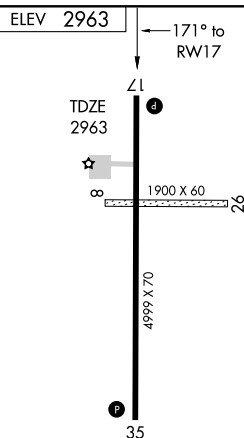
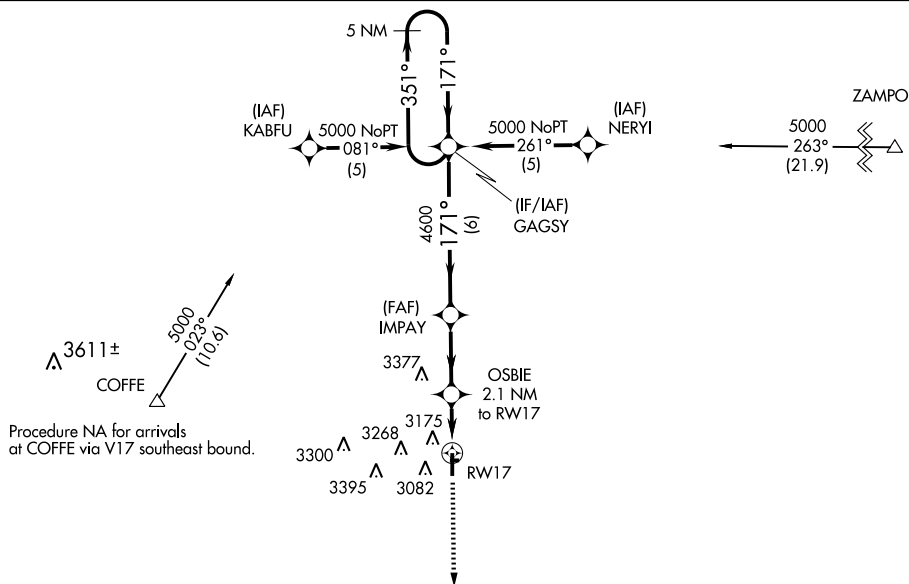
NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

APP CRS  
**171°**Rwy Idg **4999**  
TDZE **2963**  
Apt Elev **2963****RNAV (GPS) RWY 17**  
SCOTT CITY MUNI (TQK)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Garden City altimeter setting and increase all MDAs 100 feet. VDP NA when using Garden City altimeter setting.

MISSED APPROACH: Climb to 5000 direct PUZLO and hold.

AWOS-3  
**120.0**DENVER CENTER  
**132.5 379.15**UNICOM  
**122.8 (CTAF) 0**

CATEGORY	A	B	C	D
RNAV MDA	3380-1	417 (500-1)	3380-1¼	417 (500-1¼)
CIRCLING	3480-1 517 (600-1)	3520-1 557 (600-1)	3520-1½ 557 (600-1½)	3620-2 657 (700-2)

MIRL Rwy 17-35 0

WAAS CH <b>99301</b> <b>W35A</b>	APP CRS <b>351°</b>	Rwy Idg <b>4999</b> TDZE <b>2963</b> Apt Elev <b>2963</b>
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## RNAV (GPS) RWY 35

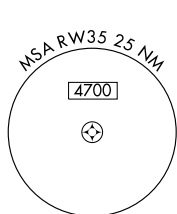
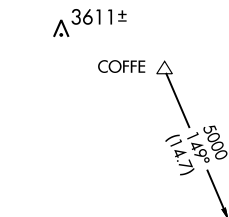
SCOTT CITY MUNI (TQK)

**ANA**

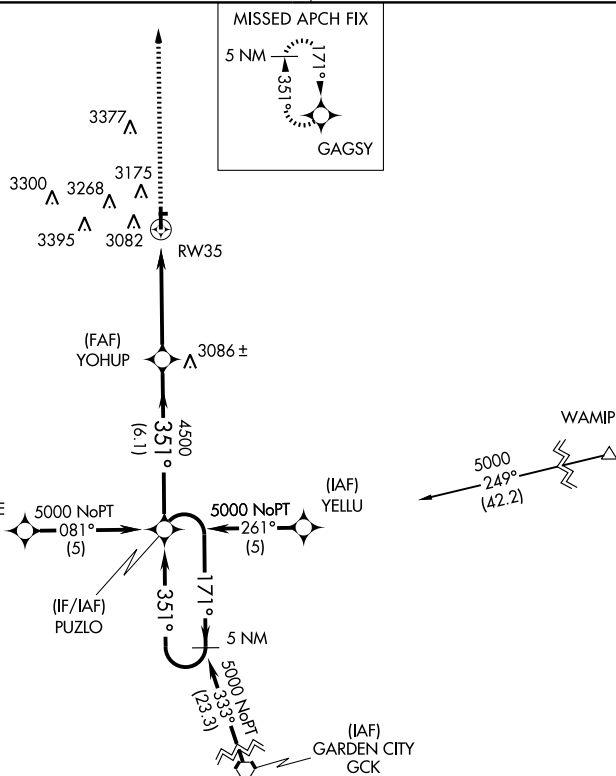
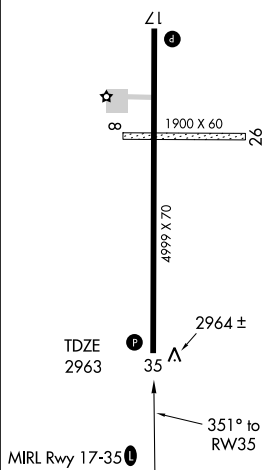
DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 42°C (109°F). If local altimeter setting not received, use Garden City altimeter setting and increase all DAs/MDAs 100 feet. BARO-VNAV NA when using Garden City altimeter setting. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 5000 direct GAGSY and hold.

AWOS-3  
120.0

DENVER CENTER  
132.5 379.15UNICOM  
122.8 (CTAF) **L**

ELEV 2963



The diagram illustrates a flight path starting from a point labeled "5000" at the top left. A vertical arrow points up from "5000". To its right is a box containing the text "GAGSY" above a four-pointed star symbol. The path continues as a solid line segment labeled "RW35" with a dashed arc indicating a turn. This segment leads to a waypoint marked with a crosshair labeled "YOYUP". From "YOYUP", the path continues as a solid line segment labeled "PUZLO" with a bearing of "171°" and a distance of "4.7 NM". Another segment branches off to the right from "YOYUP" with a bearing of "351°" and a distance of "6.1 NM", leading to another "5000" label. A third segment branches off downwards from "YOYUP" with a bearing of "351°" and a distance of "4500". At the bottom right, there are labels "GS 3.00°" and "TCH 40".

SCOTT CITY, KANSAS

Orig 09183

SCOTT CITY MUNI (TQK)

38°28'N - 100°53'W

RNAV (GPS) RWY 35

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2: 23 SEP 2010 to 21 OCT 2010

## FORT LEAVENWORTH

SHERMAN AAF (FLV)(KFLV) CIV/MIL 3 N UTC-6(-5DT) N39°22.10' W94°54.88'

KANSAS CITY

772 B FUEL 100LL, JET A, A1+ TPA—See Remarks NOTAM FILE ICT

H-5C, L-10J, A

RWY 15-33: H5905X100 (ASPH-CONC) S-32, D-39, 2D-97, 2D/2D-99 PCN 31 F/C/W/T HIRL IAP

RWY 15: PAPI(P4L)—GA 3.0° TCH 40'. Thld dsplcd 586'. Trees.

RWY 33: PAPI(P4L)—GA 3.0° TCH 41'. Trees. Rgt t/c.

MILITARY SERVICE: FUEL J8 (Mil) Avbl 1330-2230Z±, 24 hr PPR. Svc other times only for code 4 and above. General aviation fuel avbl 1500-2200Z±, other times by request.

AIRPORT REMARKS: Attended Mon-Fri 1500-0200Z±. Limited svc after hrs and Federal holidays. General aviation ramp attended 1500-2200Z±, call 913-651-0111. Fuel avbl 1500-0200Z± and after hrs by request. General aviation ramp associated with City of Leavenworth. Joint use airfield, FBO attended Mon-Fri 1500-2200Z±; All others by prior arrangements. Caution wildlife on rwy. Numerous migratory birds on and invof aprt Apr-Oct. Calm wind use Rwy 15. ACTIVATE HIRL Rwy 15-33 and PAPI Rwy 15 and Rwy 33 and twy lghts—CTAF.

MILITARY REMARKS: Opr Mon-Fri 1330-2230Z±. Limited scv other times and Federal holidays. RSTD Military ramp 48 hour PPR, call DSN 552-6045 or C913-684-6045. No hazardous cargo. TFC PAT Rotary wing acft 1470(698), fixed wing acft 1800(1028). MISC Base Ops attended Mon-Fri 1330-2230Z±, except holidays, other times code 4 and above by PPR. No tran alert, lavatory svc or de-ice capability. All acft with code 4 or above ctc Sherman Base OPS (126.2/140.50) at least 20 min prior to ldg. Civilian acft on non-government business use City of Leavenworth ramp Inc C913-651-0111 on south end of fld opr 1500-2200Z±.

COMMUNICATIONS: CTAF 126.2

FORT LEAVENWORTH RCO 122.35 255.4 (WICHITA RADIO)

⑧ KANSAS CITY APP/DEP CON 124.7 (191°-009°) 126.6 (010°-190°) 318.1

RADIO AIDS TO NAVIGATION: NOTAM FILE MKC.

KANSAS CITY (H) VORTAC 113.25 MCI Chan 79Y N39°17.12' W94°44.22' 296° 9.6 NM to fld. 1017/5E. HIWAS.

HUGGY NDB (LOM) 416 RN N39°18.12' W94°51.07' 318° 5.0 NM to fld. NOTAM FILE MCI. Unmonitored.



## FORT RILEY (See MARSHALL AAF)

FORT RILEY N38°58.21' W96°51.66' NOTAM FILE ICT.

KANSAS CITY

VORW 109.4 FRI 036° 6.7 NM to Marshall AAF.

L-10I

VOR unmonitored Mon-Sat 0530-1400Z± and holidays. VOR unusable 282°-292°.

FORT SCOTT MUNI (FSK) 4 SW UTC-6(-5DT) N37°47.90' W94°46.16'

KANSAS CITY

918 B FUEL 100LL, JET A1 + TPA—1718(800) NOTAM FILE ICT

L-10J, 16F

RWY 18-36: H4403X75 (ASPH) S-12.5 MIRL 0.3% up S

IAP

RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 39'.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 39'. Road.

AIRPORT REMARKS: Attended 1400-2300Z±, closed Sun Oct-Apr. Deer fence around airport perimeter. Ground drops rapidly 250' fm rwy end. ACTIVATE MIRL Rwy 18-36, VASI Rwy 18, PAPI Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF. NOTE: See Special Notices Section—Aerobic Practice Areas.

WEATHER DATA SOURCES: AWOS-3 124.425 (620) 223-0655.

COMMUNICATIONS: CTAF/UNICOM 122.8

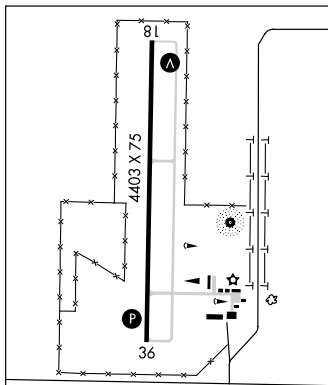
KANSAS CITY CENTER APP/DEP CON 125.55

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

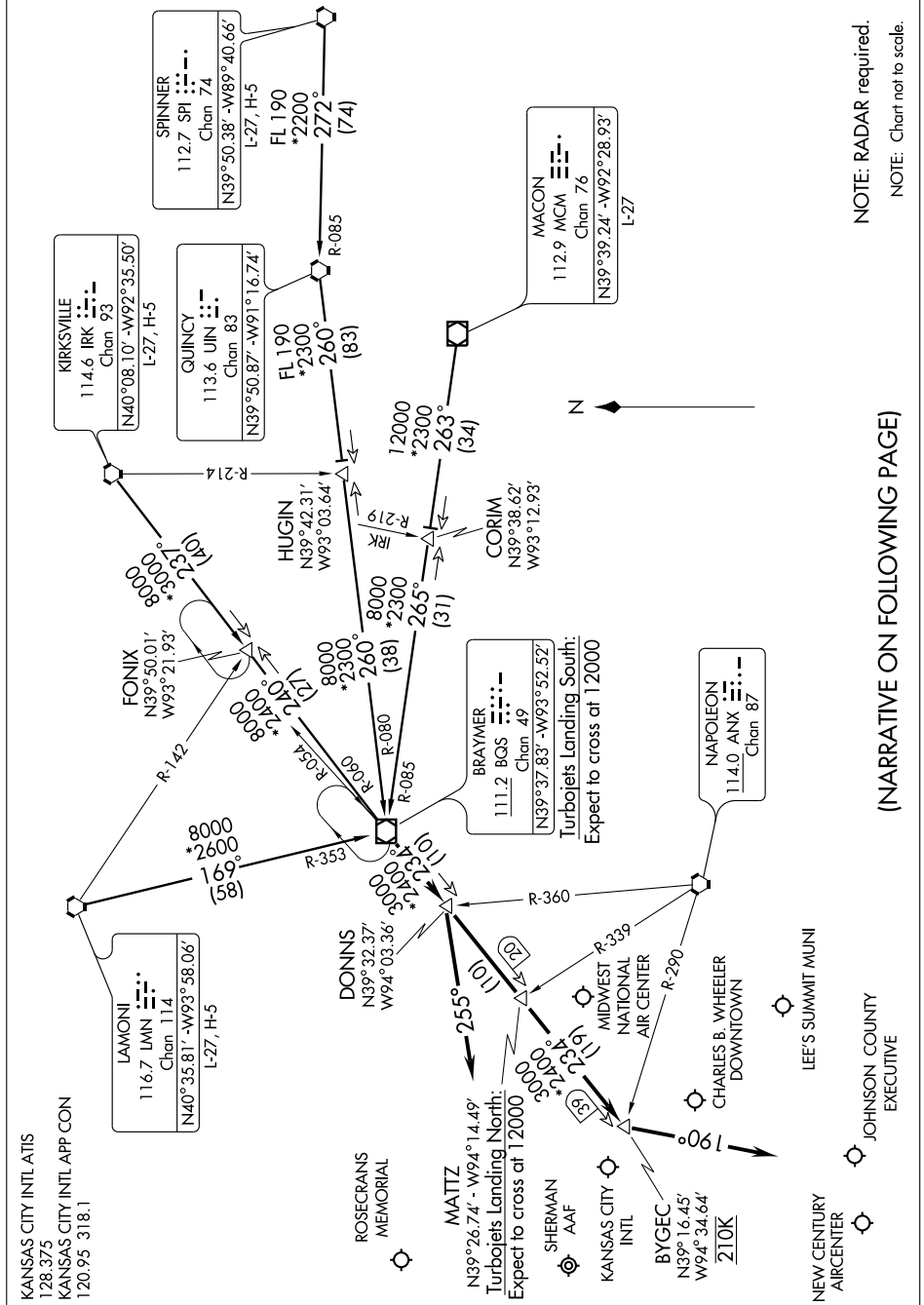
BUTLER (H) VORTAC 115.9 BUM Chan 106 N38°16.33' W94°29.29' 198° 31.4 NM to fld. 890/7E. HIWAS.

NDB (MHW) 379 FSK N37°47.81' W94°45.93' at fld.

NOTAM FILE ICT.



NC-3, 23 SEP 2010 to 21 OCT 2010



(NARRATIVE ON FOLLOWING PAGE)

NC-3, 23 SEP 2010 to 21 OCT 2010

## ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and

OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

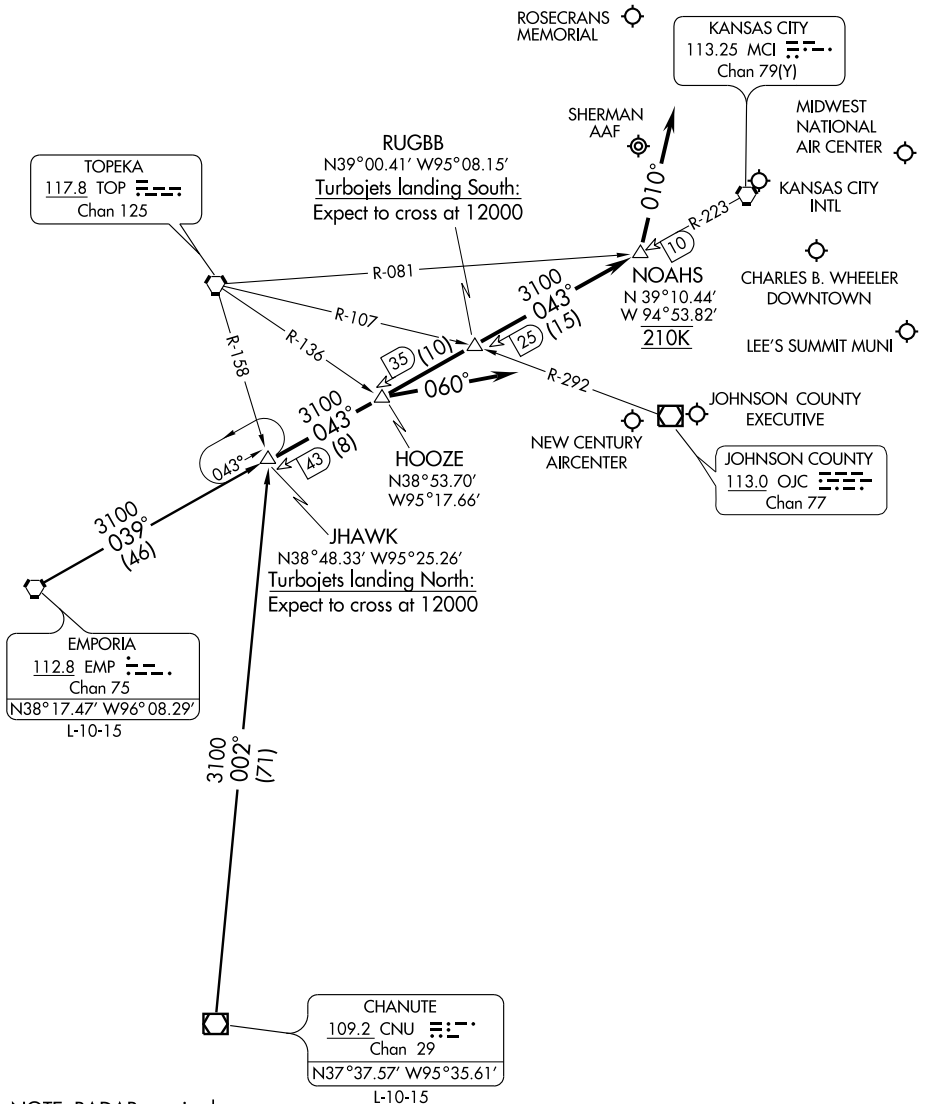




## JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS  
128.375  
KANSAS CITY APP CON  
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

## JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....

Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT.

Thence...

....Expect radar vectors to final approach course.

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

## LAKES FIVE DEPARTURE

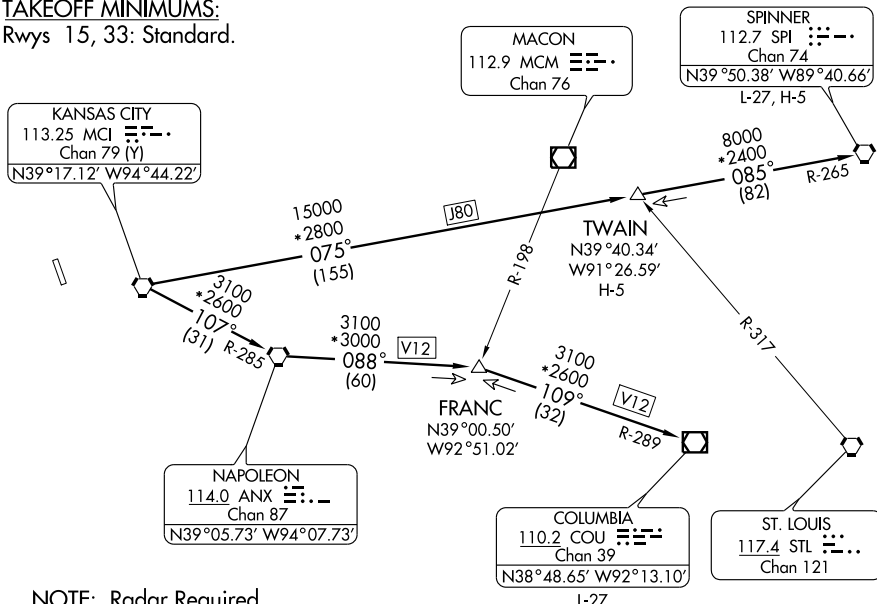
SL-152 (FAA)

SHERMAN AAF (FLV)  
FORT LEAVENWORTH, KANSASKANSAS CITY DEP CON  
124.7 318.1

NOTE: Chart not to scale.

## TAKEOFF MINIMUMS:

Rwys 15, 33: Standard.



NOTE: Radar Required.

NOTE: DME Required for TWAIN  
and SPINNER Transitions.

## Takeoff Obstacles:

Rwy 15, road 79 feet from DER, across departure course, up to 15' AGL/779' MSL. Building 400 feet from DER, 580 feet left of centerline, 28' AGL/788' MSL. Pumphouse 444 feet from DER, 564 feet left of centerline, 23' AGL/783' MSL. Boats 1063 feet from DER, across departure course, up to 45' AGL/800' MSL. Trees 2165 feet from DER, across departure course, up to 75' AGL/838' MSL.

Rwy 33, multiple trees and poles beginning 117 feet from DER, on centerline, up to 100' AGL/879' MSL. Levee 187 feet from DER, on centerline, 35' AGL/782' MSL.

## DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

LOM RN <b>416</b>	APP CRS <b>316°</b>	Rwy Idg TDZE Apt Elev	<b>5905</b> <b>769</b> <b>772</b>
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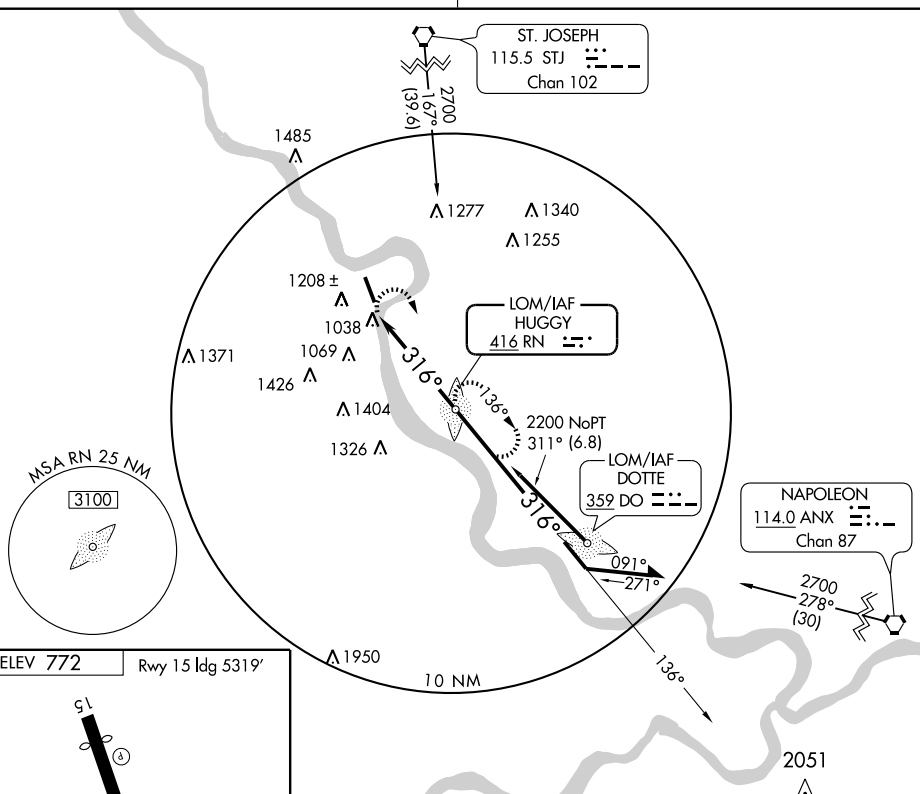
**NDB RWY 33**  
SHERMAN AAF (FLV)

**▼** Use Kansas City Intl altimeter setting.  
**▲ NA** Circling not authorized west of Rwy 15-33.

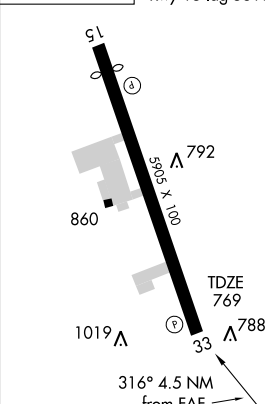
**MISSED APPROACH:** Climbing right turn to 2600 direct to RN LOM and hold.

KANSAS CITY APP CON  
**124.7 318.1**

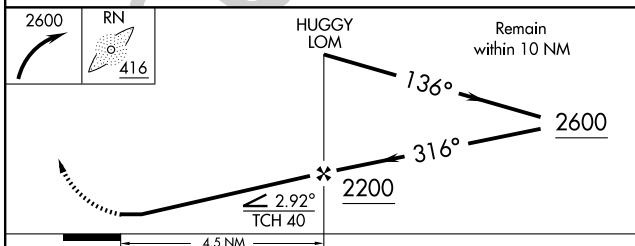
CTAF  
**126.2 0 \***



ELEV 772 Rwy 15 Idg 5319'



FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

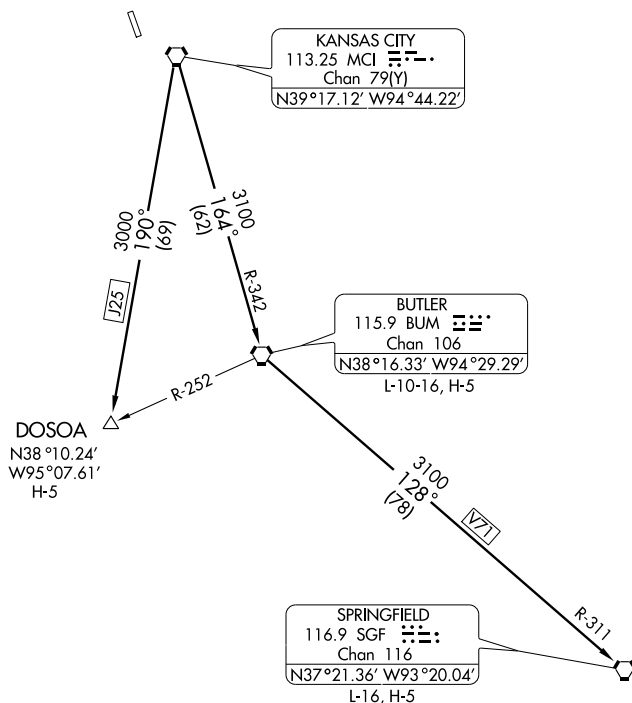


CATEGORY	A	B	C	D
S-33	1520-1 751 (800-1)	1520-1¼ 751 (800-1¼)	1520-2¼ 751 (800-2¼)	NA
CIRCLING	1520-1 748 (800-1)	1520-1¼ 748 (800-1¼)	1520-2¼ 748 (800-2¼)	NA

## RACER THREE DEPARTURE

SL-152 (FAA)

FORT LEAVENWORTH, KANSAS

KANSAS CITY DEP CON  
124.7 318.1

NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

**BUTLER TRANSITION (RACER3.BUM):** From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

**DOSO TRANSITION (RACER3.DOSO):** From over MCI VORTAC via MCI R-190 to DOSOA INT.

**SPRINGFIELD TRANSITION (RACER3.SGF):** From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

APP CRS **155°**  
Rwy Idg **5319**  
TDZE **772**  
Apt Elev **772**

# RNAV (GPS) RWY 15

SHERMAN AAF (FLV)

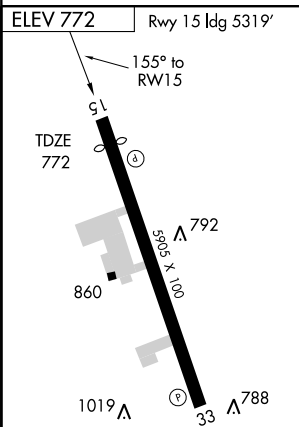
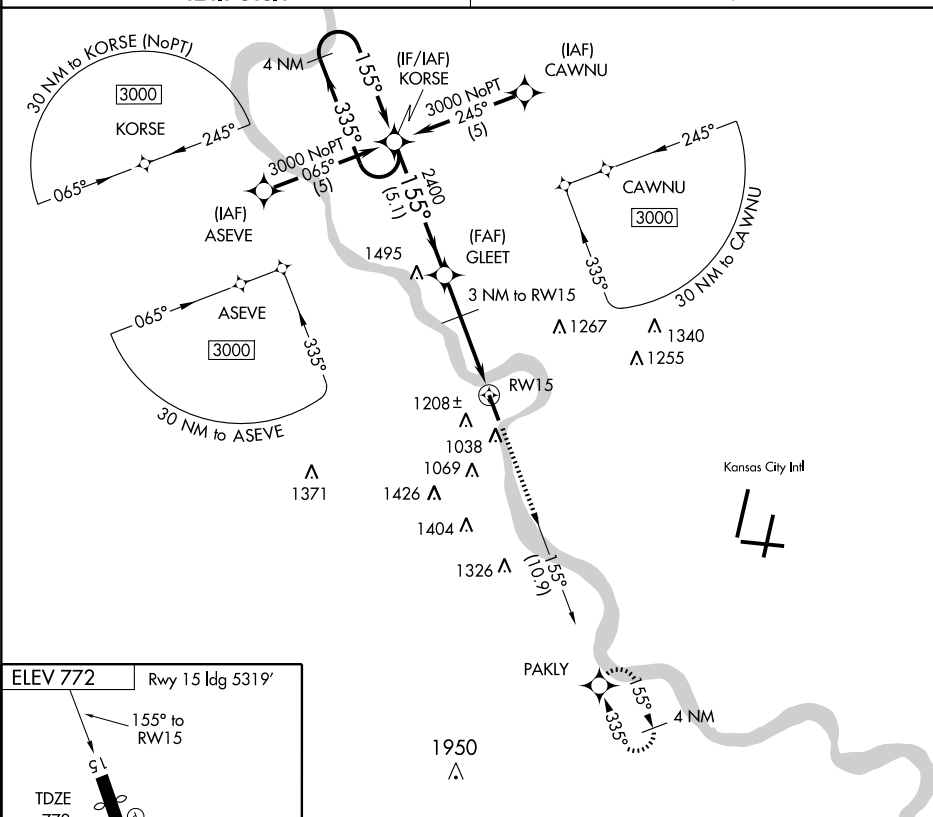


DME/DME RNP-0.3 NA. Use Kansas City Intl altimeter setting. Circling not authorized west of Rwy 15-33.

MISSED APPROACH: Climb to 3100 via 155° course to PAKLY WP and hold.

KANSAS CITY APP CON  
**124.7 318.1**

CTAF  
**126.2 0 \***



4 NM Holding Pattern				3100	PAKLY
KORSE				155°	
GLEET				3.04° TCH 50	
3000				155°	
335°				155°	
155°				3 NM to RW15	
2400				1780	
RW15					
5.1 NM				1.9 NM	3 NM
CATEGORY	A	B	C	D	
RNAV MDA	1520-1 748 (800-1)	1520-1¼ 748 (800-1¼)	1520-2¼ 748 (800-2¼)	NA	
CIRCLING	1520-1 748 (800-1)	1520-1¼ 748 (800-1¼)	1520-2¼ 748 (800-2¼)	NA	

APP CRS <b>335°</b>	Rwy Idg <b>5905</b> TDZE <b>769</b> Apt Elev <b>772</b>
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## RNAV (GPS) RWY 33

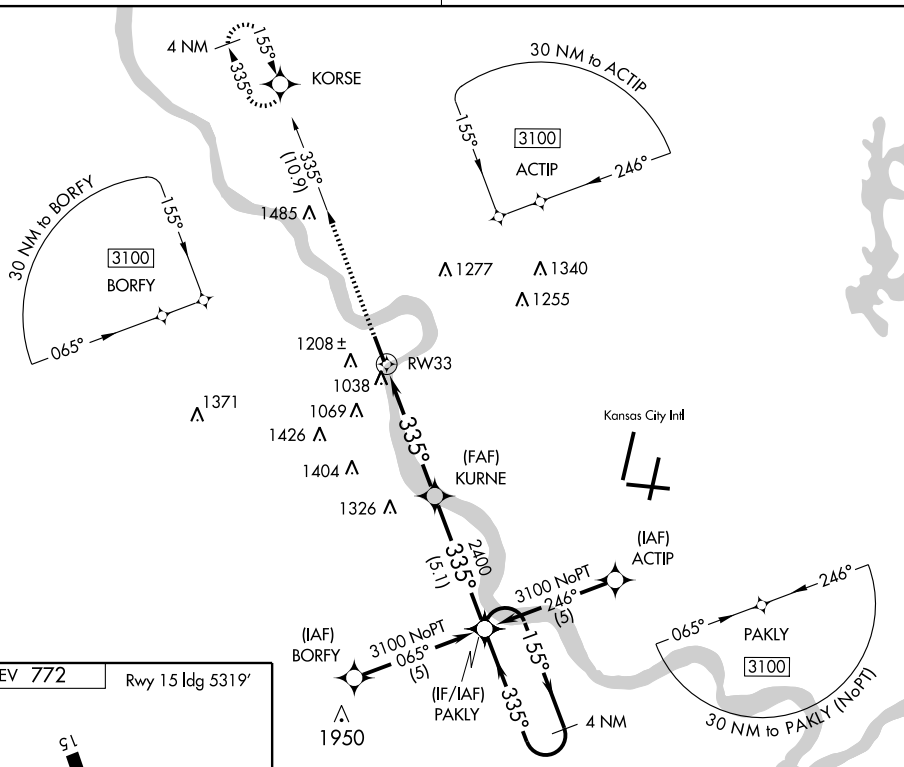
SHERMAN AAF (FLV)

**T** DME/DME RNP-0.3 NA. Use Kansas City Intl altimeter  
**A** NA setting. Circling not authorized west of Rwy 15-33.

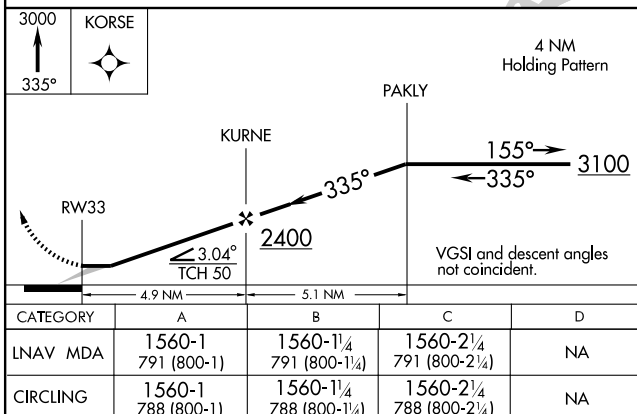
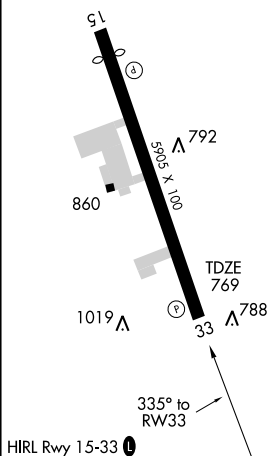
**MISSED APPROACH:** Climb to 3000 via 335° course to KORSE WP and hold.

KANSAS CITY APP CON  
124.7 318.1

CTAF  
126.2 **L** ★



ELEV 772	Rwy 15 Idg 5319'
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FORT LEAVENWORTH, KANSAS  
Orig-A 08269

SHERMAN AAF (FLV)  
RNAV (GPS) RWY 33

39°22' N-94°55' W

NC-2. 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

## ROBINSON THREE ARRIVAL

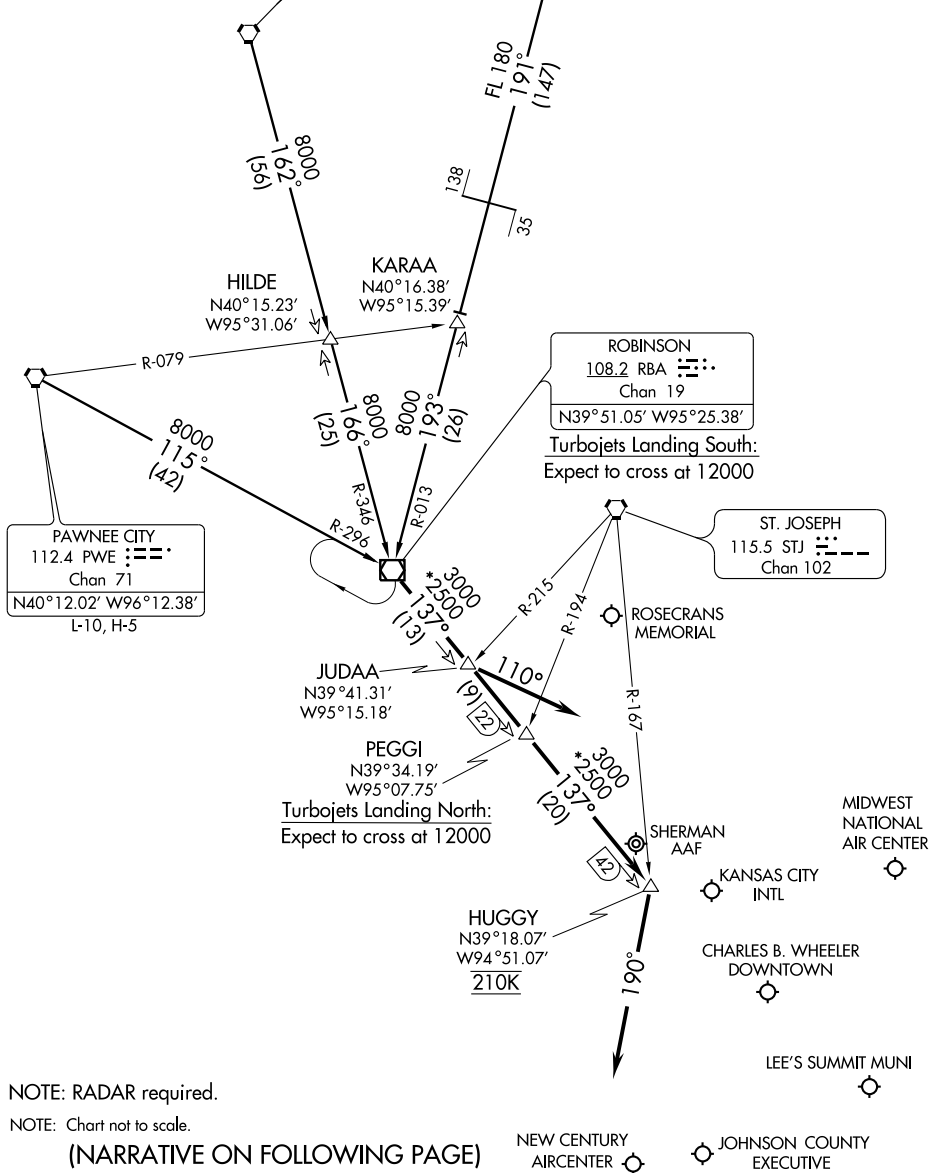
ST-780 (FAA)

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS  
128.375  
KANSAS CITY APP CON  
120.95 318.1

OMAHA  
116.3 OVR   
Chan 110  
N41°10.04' W95°44.20'  
L-10-12, H-5

FORT DODGE  
113.5 FOD   
Chan 82  
N42°36.67' W94°17.69'  
L-12, H-5



## ROBINSON THREE ARRIVAL

KANSAS CITY, MISSOURI



## ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .

PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....

Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

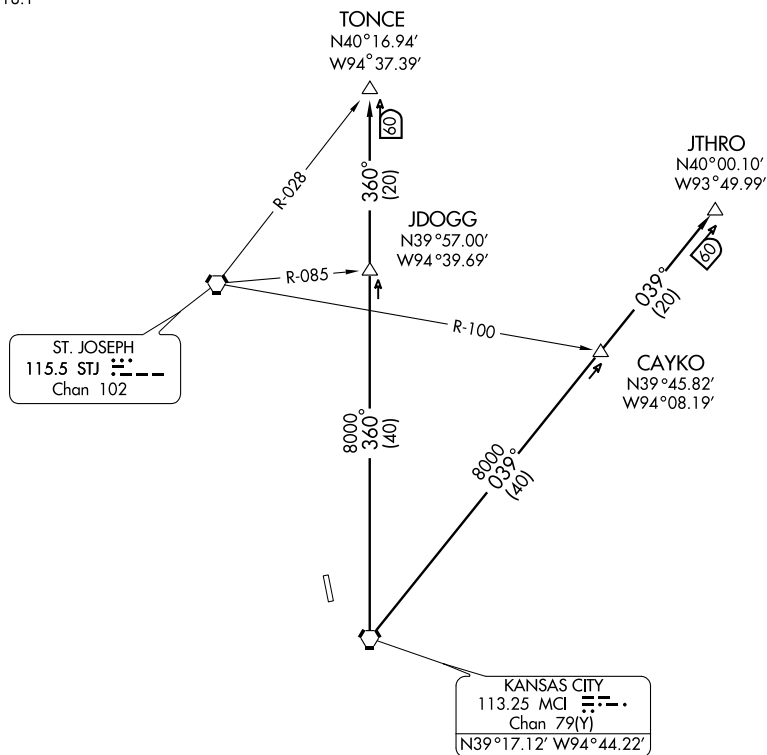
ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

KANSAS CITY DEP CON  
124.7 318.1



NOTE: Chart not to scale

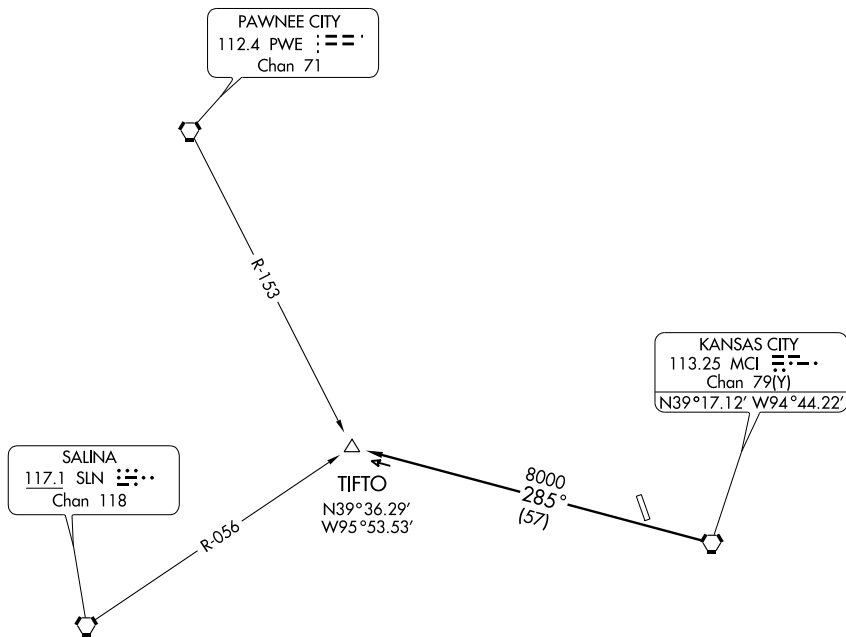
### DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

KANSAS CITY DEP CON  
124.7 318.1



NOTE: Chart not to scale

### DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.

TYGER SIX ARRIVAL

ST-780 (FAA)

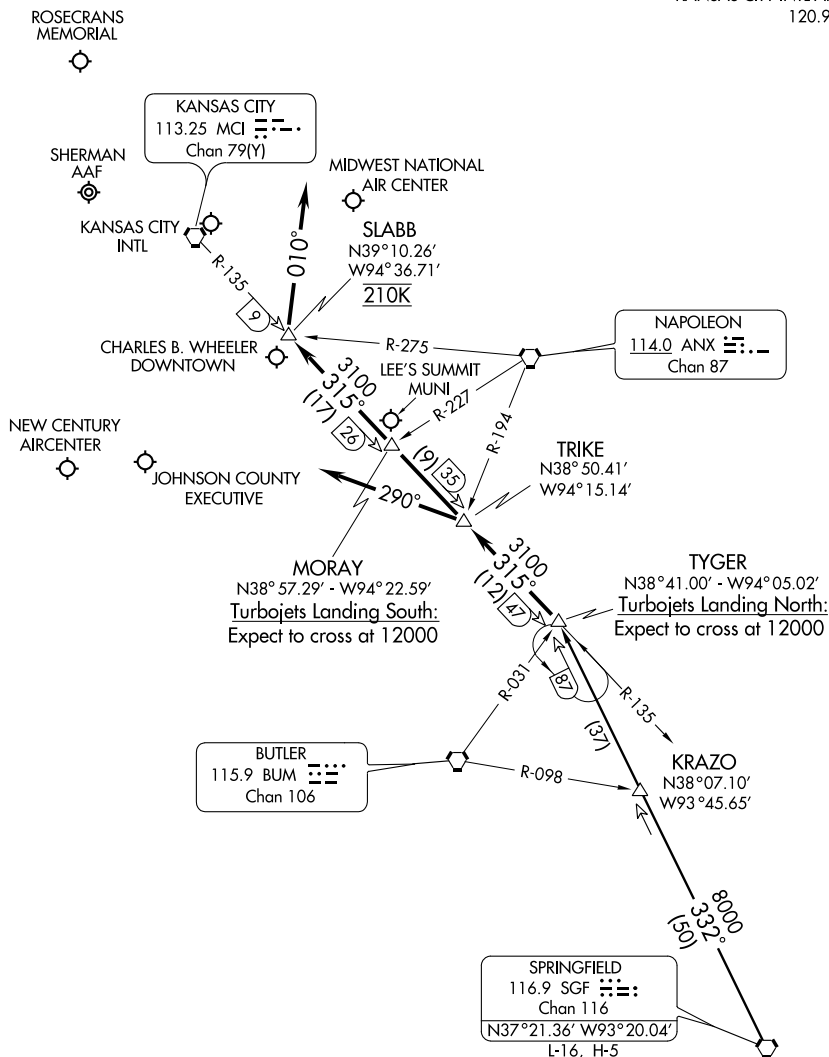
KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS

128.375

KANSAS CITY INTL APP CON

120.95 318.1



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TYGER SIX ARRIVAL

(TYGER.TYGER6) 08101

KANSAS CITY, MISSOURI

NC-3. 23 SEP 2010 to 21 OCT 2010

## ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

VORTAC MCI <b>113.25</b> Chan <b>79(Y)</b>	APP CRS <b>296°</b>	Rwy Idg TDZE Apt Elev <b>772</b>	N/A N/A <b>772</b>
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**VOR/DME-A**  
SHERMAN AAF (FLV)

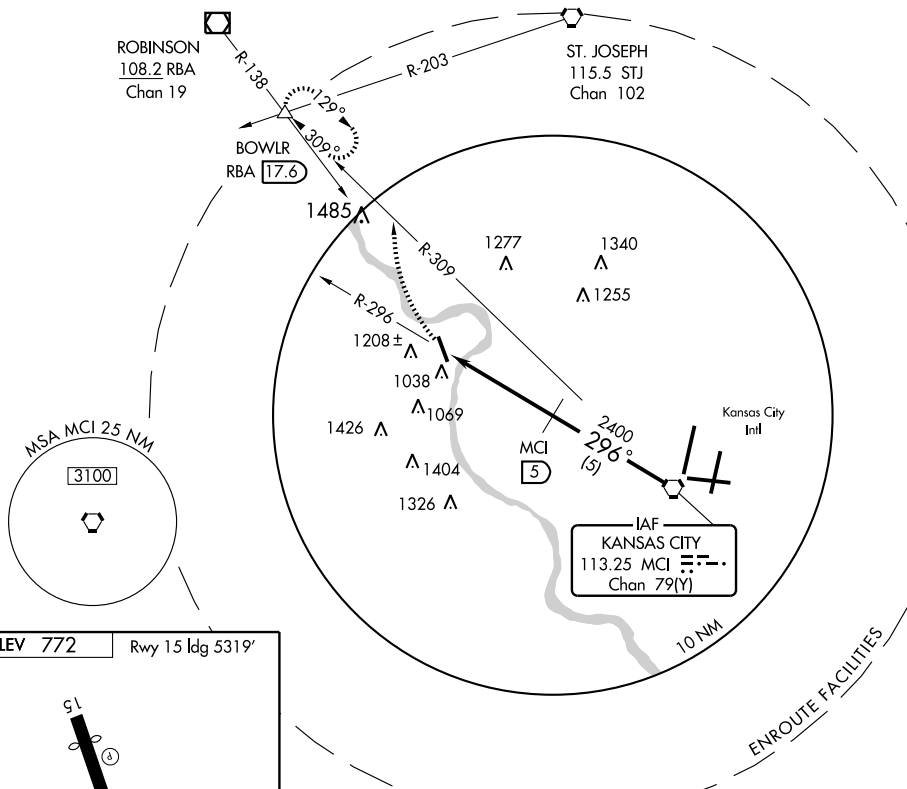


Use Kansas City Intl altimeter setting.  
Circling NA West of Rwy 15-33

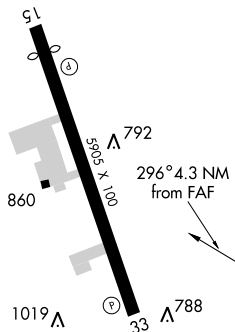
MISSED APPROACH: Climbing right turn to 3000 via heading 340°  
and MCI R-309 to BOWLR Int and hold.

KANSAS CITY APP CON  
**124.7 318.1**

CTAF  
**126.2** \*

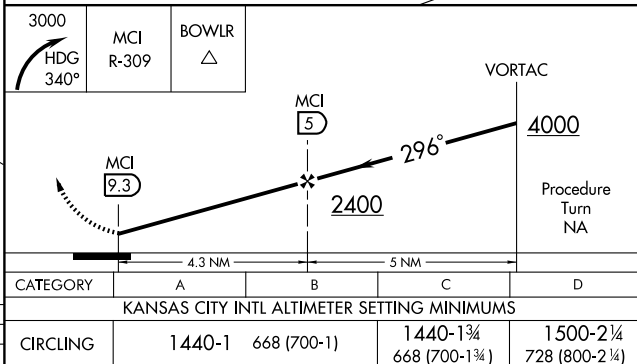


ELEV 772 Rwy 15 Idg 5319'



HIRL Rwy 15-33

Knots	60	90	120	150	180
Min:Sec					



KANSAS CITY DEP CON  
124.7 318.1

KANSAS CITY  
113.25 MCI   
Chan 79(Y)  
N39°17.12' W94°44.22'

KENTN  
N39°08.80'  
W95°56.78'

4500  
253°  
(79)

J24

R-073

SALINA  
117.1 SLN   
Chan 118  
N38°55.51' W97°37.28'  
L-10, H-5

8000  
215°  
(114)

R-035

WICHITA  
113.8 ICT   
Chan 85  
N37°44.71' W97°35.03'  
L-10-15, H-5



EMPORIA  
112.8 EMP   
Chan 75

4500  
257°  
(57)

J24

NOTE: Chart not to scale

### DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

**SMITH CENTER MUNI** (K82) 1 SW UTC-6(-5DT) N39°45.66' W98°47.61'

WICHITA

1799 B FUEL 100LL NOTAM FILE ICT

L-10H

RWY 17-35: H3601X50 (ASPH) S-4 LIRL 0.3% up N

IAP

RWY 35: Thld dsplcd 101'. Road.

RWY 14-32: 2453X75 (TURF)

RWY 32: Road.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 14: TORA-2453 TODA-2453 ASDA-2453 LDA-2453

RWY 17: TORA-3601 TODA-3601 ASDA-3500 LDA-3601

RWY 32: TORA-2453 TODA-2453 ASDA-2453 LDA-2453

RWY 35: TORA-3601 TODA-3601 ASDA-3601 LDA-3500

**AIRPORT REMARKS:** Attended on call. For arpt attendant call 785-282-6588 or 758-282-5837. For fuel call 785-282-6555. Rwy 14-32 banks of six thld lgts indicate VFR only.

**WEATHER DATA SOURCES:** AWOS-3 118.45 (785) 282-3552.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 119.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

MANKATO (L) VORTAC 109.8 TKO Chan 35 N39°48.38' W98°15.60' 254° 24.8 NM to fld. 1880/10E.

**STAFFORD MUNI** (3TA) 3 W UTC-6(-5DT) N37°57.50' W98°39.02'

WICHITA

1886 B NOTAM FILE ICT

RWY 17-35: 2560X100 (TURF) LIRL

RWY 17: Road. RWY 35: Highway.

RWY 13-31: 1900X80 (TURF)

RWY 13: Fence. RWY 31: Road.

RWY 03-21: 1580X260 (TURF)

RWY 21: Road.

**AIRPORT REMARKS:** Unattended. Rwy 13-31 first 700' of Rwy 31 wet and soft after rain. Rwy 17-35 first 1200' of Rwy 35 soft and wet after rain.

**COMMUNICATIONS:** CTAF 122.9

**STANTON CO MUNI** (See JOHNSON)

## STILWELL

**HILLSIDE** (63K) 4 NE UTC-6(-5DT) N38°49.28' W94°36.57'

KANSAS CITY

1025 NOTAM FILE COU

RWY 17-35: 2000X56 (TURF-GRVL)

RWY 17: Trees. Rgt tfc. RWY 35: Thld dsplcd 150'. Road.

**AIRPORT REMARKS:** Unattended. Wildlife on and invof arpt. First 600' Rwy 35 CLOSED indef. Trees and uneven terrain both sides of rwy. Trees in apch zones. +10' earth embankment midfield, W edge of rwy.

**COMMUNICATIONS:** CTAF 122.9

**STOCKTON MUNI** (ØS2) 3 SW UTC-6(-5DT) N39°22.68' W99°17.73'

WICHITA

1973 B NOTAM FILE ICT

RWY 17-35: 3500X240 (TURF) MIRL

RWY 17: P-line. RWY 35: Pole.

**AIRPORT REMARKS:** Unattended. Several holes located on rwy. For MIRL Rwy 17-35 key 122.9 5 times.

**COMMUNICATIONS:** CTAF 122.9

**STROTHER FLD** (See WINFIELD-ARKANSAS CITY)



APP CRS **158°**  
Rwy Idg **3601**  
TDZE **1796**  
Apt Elev **1799**

# GPS RWY 17

SMITH CENTER MUNI (K82)

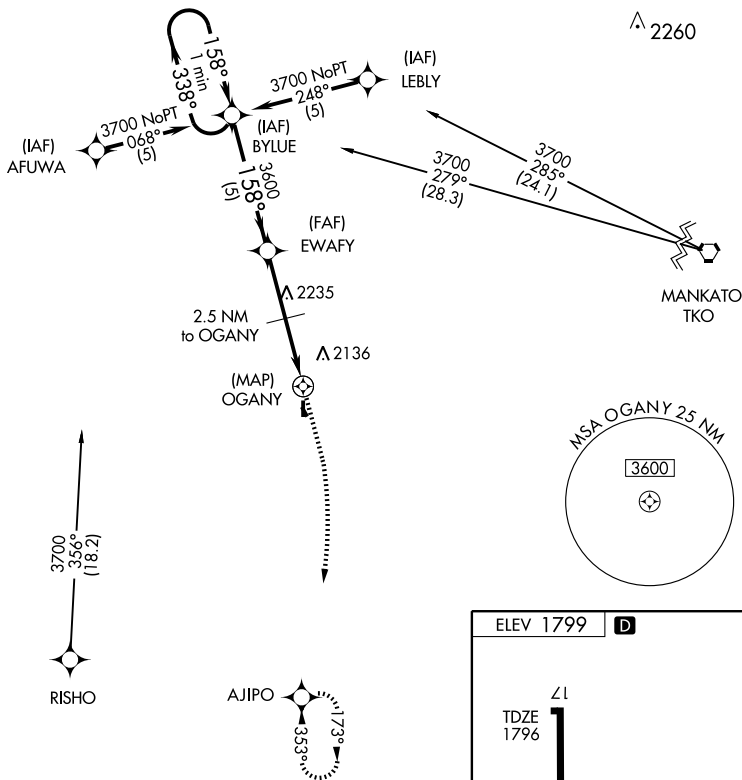
**NA** Use Concordia altimeter setting.

**MISSED APPROACH:** Climb to 2700, then climbing right turn to 3500 direct AJIPO WP and hold.

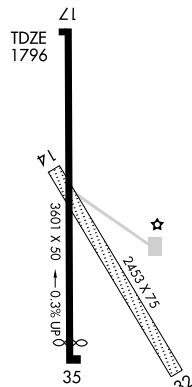
AWOS-3  
**118.450**

MINNEAPOLIS CENTER  
**119.4 278.8**

UNICOM  
**122.8 (CTAF)**

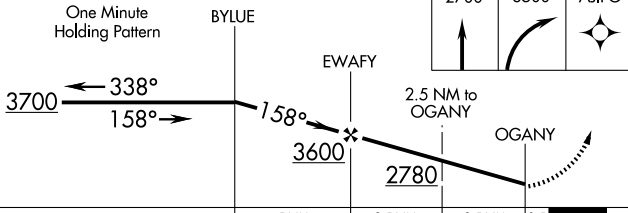


ELEV 1799 **D**



LIRL Rwy 17-35

One Minute  
Holding Pattern



CATEGORY	A	B	C	D
S-17	2480-1	684 (700-1)	NA	
CIRCLING	2480-1	681 (700-1)	NA	

APP CRS  
**353°**

Rwy Idg **3500**  
TDZE **1792**  
Apt Elev **1799**

# GPS RWY 35

SMITH CENTER MUNI (K82)

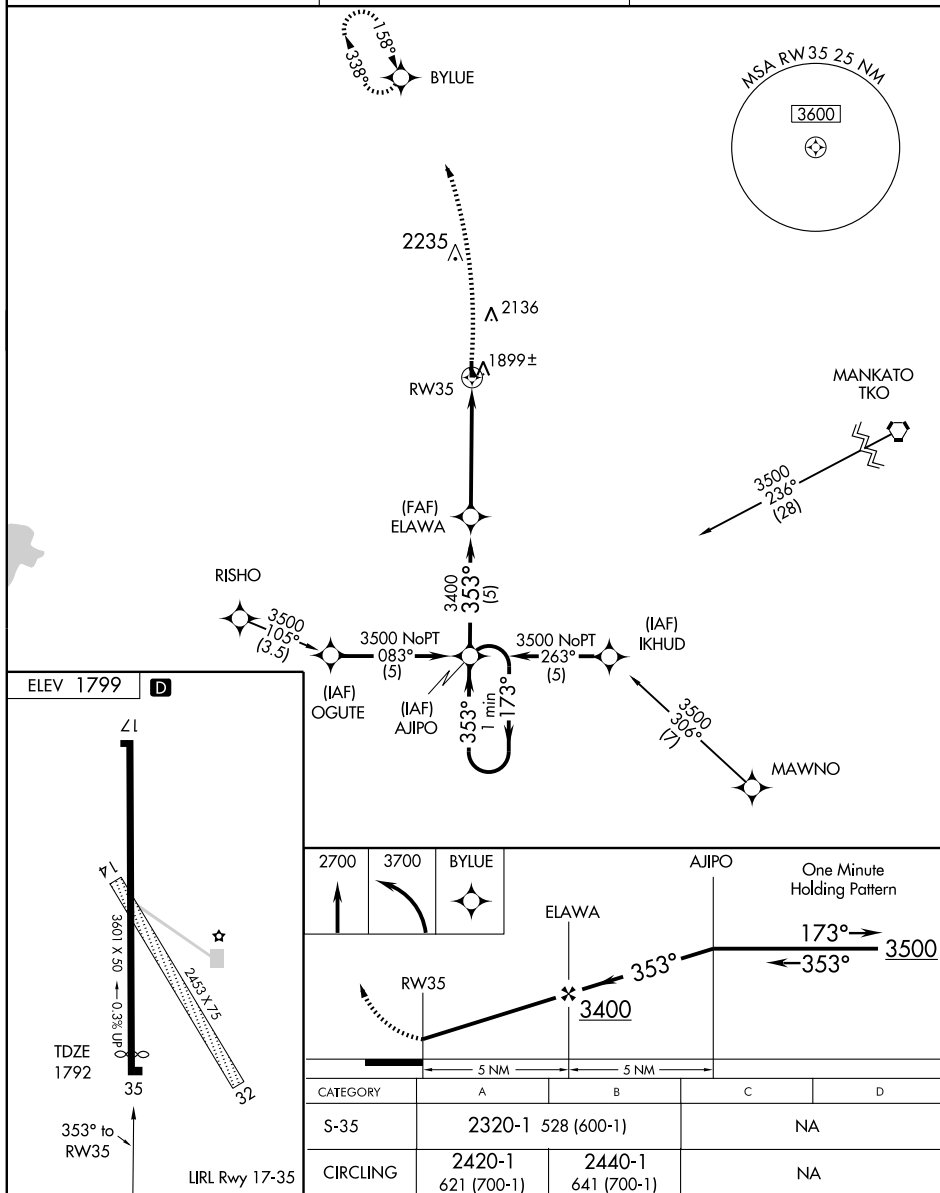
**NA** Use Concordia altimeter setting.

MISSED APPROACH: Climb to 2700, then climbing left turn to 3700 direct BYLUE WP and hold.

AWOS-3  
**118.450**

MINNEAPOLIS CENTER  
**119.4 278.8**

UNICOM  
**122.8 (CTAF)**



VORTAC TKO <b>109.8</b> Chan <b>35</b>	APP CRS <b>254°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1799</b>
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# VOR/DME or GPS-A

SMITH CENTER MUNI (K82)

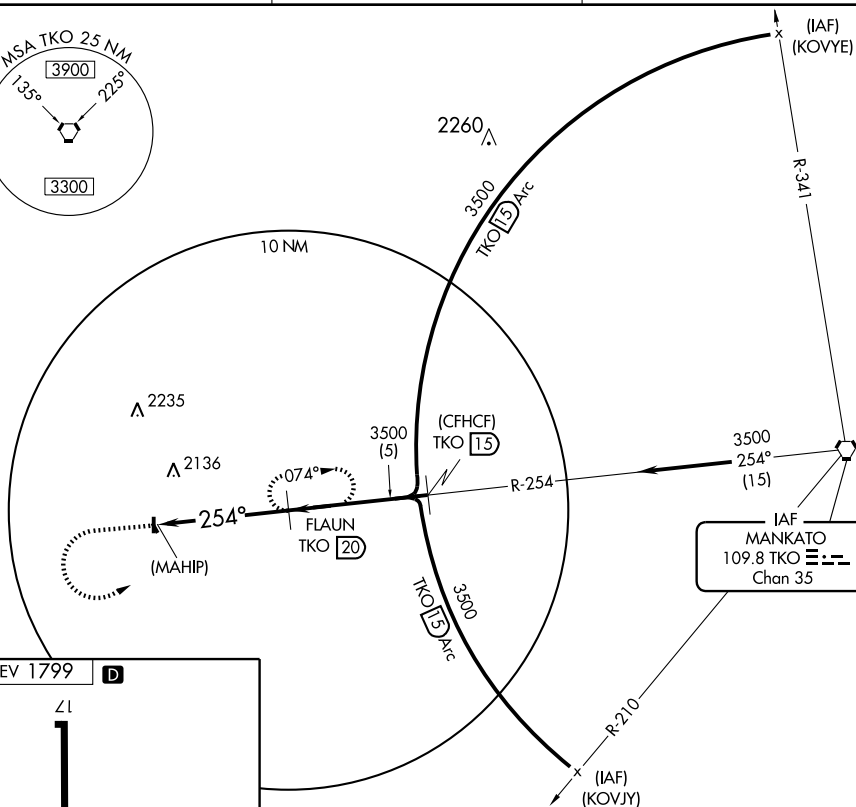
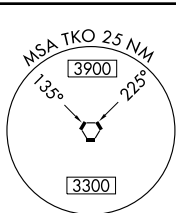
**NA** Use Concordia altimeter setting.

MISSED APPROACH: Climb to 3000, then climbing left turn to 3500 via TKO R-254 to FLAUN/20 DME and hold.

AWOS-3  
**118.450**

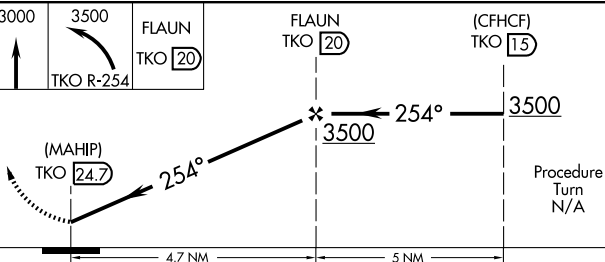
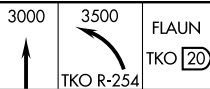
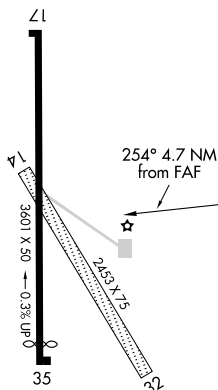
MINNEAPOLIS CENTER  
**119.4 278.8**

UNICOM  
**122.8 (CTAF)**



ELEV 1799

**D**



LRL Rwy 17-35

SMITH CENTER, KANSAS

Amdt 2 08325

39°46'N - 98°48'W

# VOR/DME or GPS-A

SMITH CENTER MUNI (K82)



NDB SYF  
386

APP CRS  
314°

Rwy Idg	<b>3138</b>
TDZE	<b>3411</b>
Apt Elev	<b>3411</b>

NDB or GPS RWY 32L

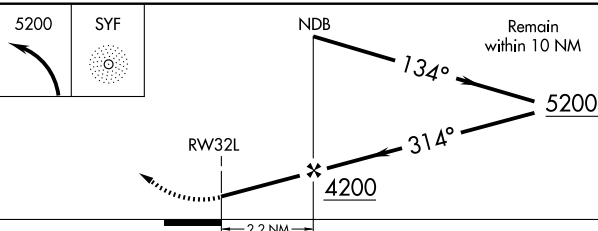
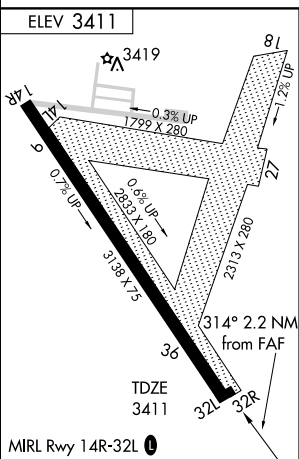
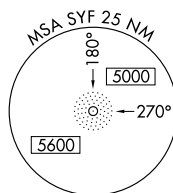
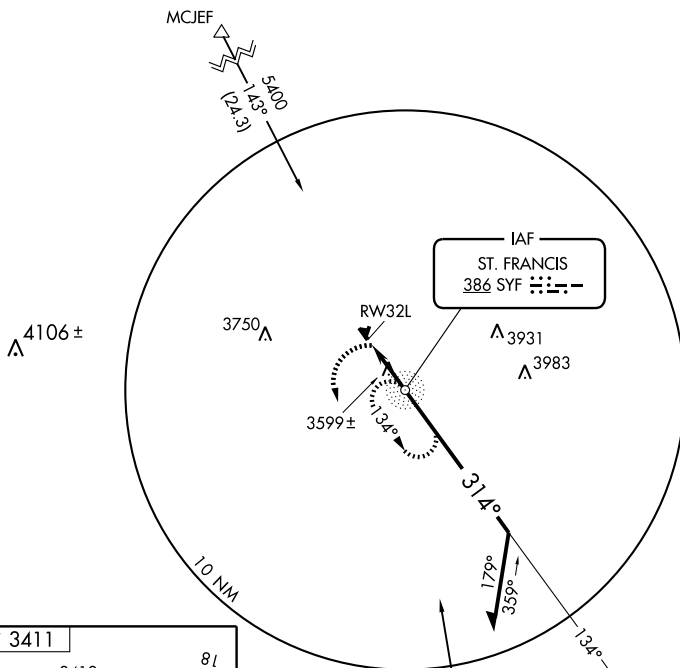
ST. FRANCIS/CHEYENNE COUNTY MUNI (SYF)



Use Goodland, KS altimeter setting.

**MISSED APPROACH:** Climbing left turn to 5200 direct SYF NDB and hold.

AWOS-3  
118.925

DENVER CENTER  
132.5 379.15UNICOM  
122.8 (CTAF) **L**

MRL Rwy 14R-32L	FAF to MAP 2.2 NM						CATEGORY	A		B		C		D
							S-32L	4000-1 589 (600-1)				4000-1½ 589 (600-1½)		NA
	Knots	60	90	120	150	180	CIRCLING	4000-1 589 (600-1)				4000-1½ 589 (600-1½)		NA
	Min:Sec	2:12	1:28	1:06	0:53	0:44								

ST. FRANCIS, KANSAS

Amdt 1 10154

ST. FRANCIS/CHEYENNE COUNTY MUNI (SYF)

39°46'N-101°48'W

NDB or GPS RWY 32L

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

**SUBLETTE FLYING CLUB** (19S) 1 NE UTC-6(-5DT) N37°29.81' W100°49.97'

2908 NOTAM FILE ICT

RWY 17-35: H4500X60 (ASPH) LIRL

RWY 35: Fence.

RWY 08-26: 2300X100 (TURF)

RWY 26: Tower.

**AIRPORT REMARKS:** Unattended. Lgtd 150' grain elevator south of Rwy 08-26. Be alert for 2 drainage pipes crossing twy to Rwy 35. Rwy 17-35 chain link fence south; apch ratio 20:1.

**COMMUNICATIONS:** CTAF 122.9 UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LBL.

**LIBERAL (H) VORTAC** 112.3 LBL Chan 70 N37°02.66' W100°58.27' 003° 27.6 NM to fld. 2891/11E.  
HIWAS.

**SYRACUSE-HAMILTON CO MUNI** (3K3) 1 N UTC-7(-6DT) N37°59.50' W101°44.78'

3326 B S2 FUEL 100LL NOTAM FILE ICT

RWY 18-36: H4600X75 (CONC) S-30, D-30 MIRL

RWY 18: PAPI(P4L)—GA 3.0° TCH 35'. P-line. Rgt tfc.

RWY 36: PAPI(P4L)—GA 3.20° TCH 44'. Tower.

RWY 13-31: H3000X40 (ASPH) MIRL

RWY 31: Thld dsplcd 355'. Road. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon-Fri 1500-0000Z†. For attendant after hours call 620-384-5835. ACTIVATE MIRL Rwy 13-31—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.975 (620) 384-5869.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**DENVER CENTER APP/DEP CON** 133.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LAA.

**LAMAR (H) VORTAC** 116.9 LAA Chan 116 N38°11.83' W102°41.27' 093° 46.3 NM to fld. 3944/12E.

**TOPEKA** N39°08.23' W95°32.95' NOTAM FILE TOP.

(L) VORTACW 117.8 TOP Chan 125 215° 5.4 NM to Phillip Billard Muni. 1070/5E.

RCD 122.45 (WICHITA RADIO)

**WICHITA**  
L-10G, 15C

**WICHITA**  
L-10G, 15B  
IAP

**KANSAS CITY**  
L-10I

WAAS CH <b>77619</b> <b>W18A</b>	APP CRS <b>183°</b>	Rwy Idg TDZE Apt Elev	<b>4600</b> <b>3326</b> <b>3326</b>
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# RNAV (GPS) RWY 18

SYRACUSE-HAMILTON COUNTY MUNI (3K3)

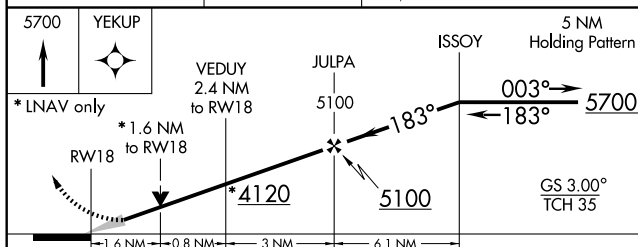
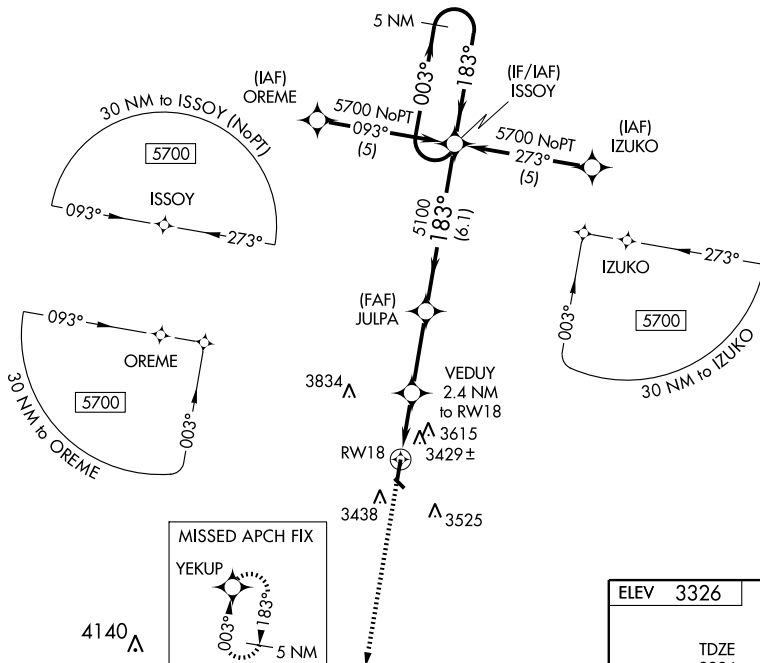
**▼** Baro-VNAV NA when using Lamar altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.  
**▲** When local altimeter setting not received, use Lamar altimeter setting and increase all DA 157 feet and all MDA 160 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C visibility ½ mile, Circling Cat B visibility ¼ mile and Circling Cat C visibility ¾ mile.  
 VDP NA when using Lamar altimeter setting. Circling to Rwy 13/31 NA at night.

MISSED APPROACH: Climb to 5700 direct YEKUP and hold.

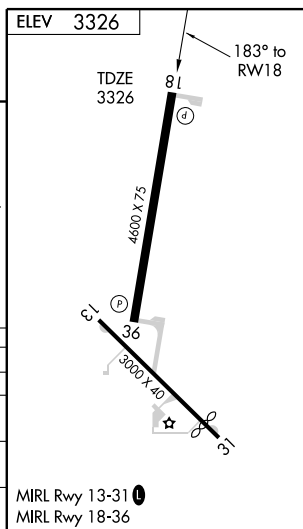
AWOS-3  
**119.975**

DENVER CENTER  
**133.4 377.175**

UNICOM  
**122.8 (CTAF) 0**



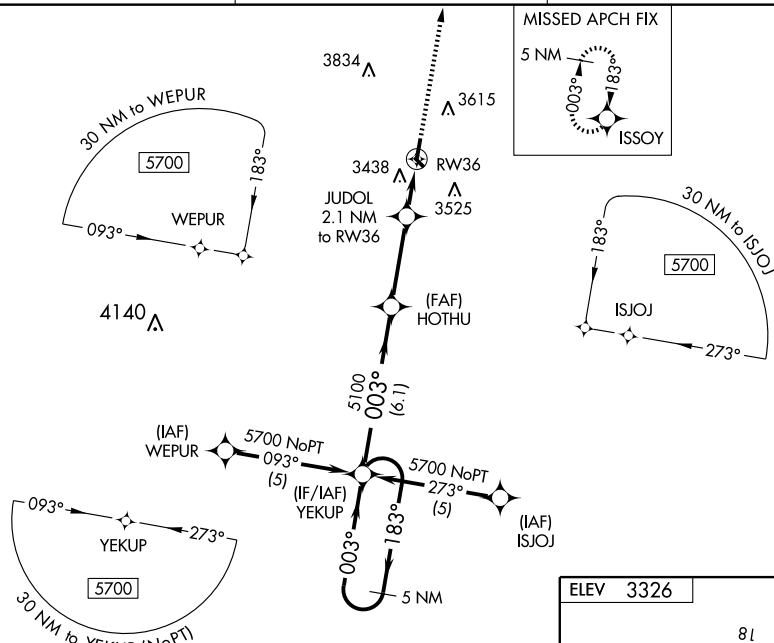
CATEGORY	A	B	C	D
LPV DA	3576-1	250 (300-1)		NA
LNAV/VNAV DA	3939-2 ¼	613 (700-2 ¼)		NA
LNAV MDA	3860-1	534 (600-1)	3860-1 ½ 534 (600-1 ½)	NA
CIRCLING	3860-1 534 (600-1)	3980-1 654 (700-1)	3980-1 ¾ 654 (700-1 ¾)	NA



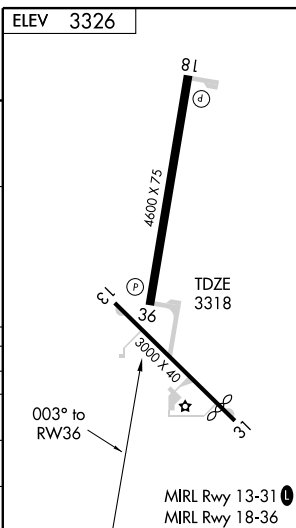
RNAV (GPS) RWY 36  
SYRACUSE-HAMILTON COUNTY MUNI (3K3)

**MISSED APPROACH:** Climb to 5700 direct ISSOY and hold.

UNICOM  
122.8 (CTAF) **L**

[illegible]

CATEGORY		A		B	C	D
LPV	DA	3568-1		250 (300-1)		NA
LNNAV/ VNAV	DA	3778-1 $\frac{3}{4}$		460 (500-1 $\frac{3}{4}$ )		NA
LNNAV	MDA	3740-1	422 (500-1)		3740-1 $\frac{1}{4}$ 422 (500-1 $\frac{1}{4}$ )	NA
CIRCLING		3760-1 434 (500-1)	3980-1 654 (700-1)	3980-1 $\frac{3}{4}$ 654 (700-1 $\frac{3}{4}$ )		NA





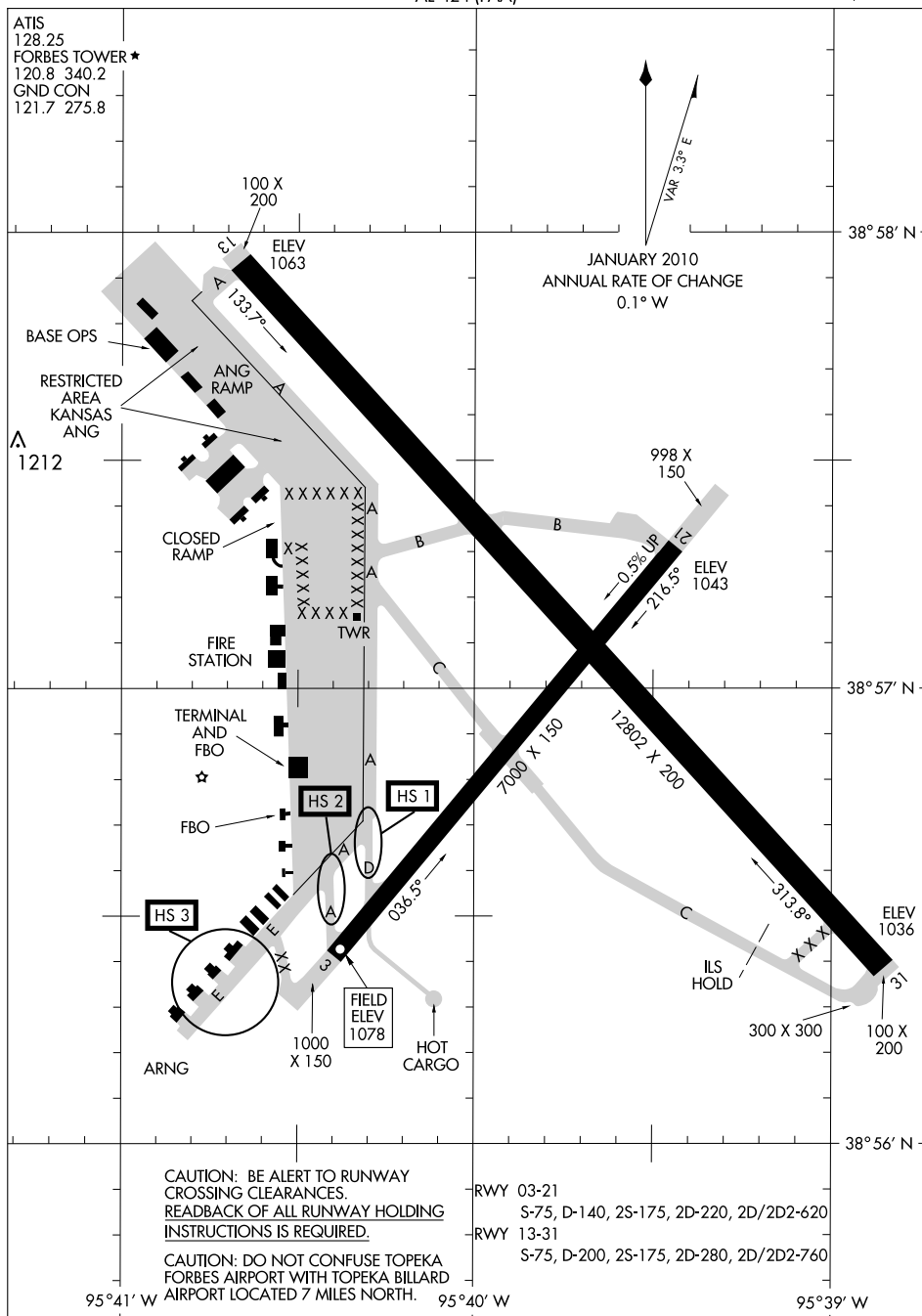
## AIRPORT DIAGRAM

AL-424 (FAA)

TOPEKA/FORBES FIELD (FOE)  
TOPEKA, KANSAS

ATIS  
128.25  
FORBES TOWER ★  
120.8 340.2  
GND CON  
121.7 275.8

NC-2, 23 SEP 2010 to 21 OCT 2010



NC-2, 23 SEP 2010 to 21 OCT 2010

## AIRPORT DIAGRAM

TOPEKA, KANSAS  
TOPEKA/FORBES FIELD (FOE)

## TOPEKA

**FORBES FLD** (FOE)(KFOE) CIV/MIL/ANG/ARNG 6 S UTC-6(-5DT) N38°57.06' W95°39.82' **KANSAS CITY**  
 1078 B S4 **FUEL** 100LL, JET A TPA—See Remarks AOE **H-5C, L-101**  
 Class IV, ARFF Index—See Remarks NOTAM FILE FOE **IAP, DIAP, AD**

**RWY 13-31:** H12802X200 (CONC) S-75, D-200, 2S-175, 2D-280,  
 2D/2D2-760 PCN 77 R/D/W/T HIRL

**RWY 13:** SALS. REIL. VASI(V4L)—GA 3.0° TCH 52'. Tree. Rgt tfc.

**RWY 31:** MALS. VASI(V4L)—GA 3.0° TCH 57'. Tree.

**RWY 03-21:** H7000X150 (CONC) S-75, D-140, 2S-175, 2D-220,  
 2D/2D2-620 PCN 47 R/D/W/T MIRL 0.5% up SW

**RWY 03:** REIL VASI(V4L)—GA 3.0° TCH 51'. Rgt tfc.

**RWY 21:** REIL. VASI(V4L)—GA 3.0° TCH 53'. Tree.

**MILITARY SERVICE JASU** 14(A/M32A-86D) 11 (A/M32A-95) 2(MC-1A)

**FUEL** J8(Mil) (NC-100LL, A). A+ (Million Air Topeka

C785-862-0950/785-224-2899.) **FLUID** ADI SP LPOX LOX

**OIL** O-128-148(Mil)—Avbl only in quart cans.

**AIRPORT REMARKS:** Attended 1145-0400Z†. Large and small migratory birds on and in/ov arpt. Do not mistake Philip Billard Muni, located 7 NM N heading 010°, for Forbes Fld. Noise abatement: VFR tfc avoid overflight of housing area 2 NM W Rwy 13.

TPA—2078(1000) for light (slow) acft and 2578(1500) heavy (fast) acft. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats, call arpt manager 785-862-2362. ARFF Index B, ARFF Index C level equipment avbl upon request. Rwy 31 touchdown rwy visual range avbl. When twr clsd **ACTIVATE** MIRL Rwy 03-21, VASI Rwy 03 and Rwy 21, HIRL Rwy 13-31, MALS Rwy 31—CTAF.

**MILITARY REMARKS:** See FLIP AP/1 Supplementary Arpt Rmk. **RSTD** 24 hr PPR unscheduled operations with more than 30 passenger seats, call arpt manager C785-862-2362. **CAUTION:** Bird haz phase II Mar-May and Sep-Nov. **ANG** PPR for ANG ramp and svc DSN 720-4655/4663, not later than 72 hr prior. Base OPS, maintenance opr control and petrol, oils and lubricants avbl weekdays 1330-2200Z†, clsd weekend and Federal holidays. Svc may be avbl other times. Acft park on ANG ramp, ctd WYLIE Ctl 20 min prior to ldg, advise on arrival and departure UHF 286.5. Ltd trans svc avbl at FBO. Tran maintenance and parts support (except KC-135R acft). No quarters avbl. Deicing fluid not avbl to tran acft. No fleet svc avbl. Oil (SOAP) sampling not avbl. No drag chute repack avbl. Precision measuring equipment laboratory (PMEL) pickup and delivery expect 1.5 hr delay. **ARNG** Opr Tue-Fri 1300-2300Z† except holidays, occasional Sat, Sun. Limited maintenance UH-60A. Trans Army acft ctc OPS C785-861-3825/3827. Army acft ctc ARNG OPS 41.70.

**WEATHER DATA SOURCES:** ASOS (C785) 862-8258. LAWRS.

**COMMUNICATIONS:** CTAF 120.8 ATIS 128.25 **UNICOM** 122.95

**TOPEKA RCO** 122.45 (WICHITA RADIO)

Ⓡ **KANSAS CITY CENTER APP/DEP CON** 123.8 343.7

**TOWER** 120.8 340.2 (1145-0400Z†) **GND CON** 121.7 275.8

**ANG OPS** 286.5 **ARNG OPS** 304.6 41.70

**AIRSPACE:** CLASS D svc 1145-0400Z† other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TOP.

**TOPEKA (L) VORTACW** 117.8 TOP Chan 125 N39°08.23' W95°32.95' 201° 12.4 NM to fld. 1070/5E.

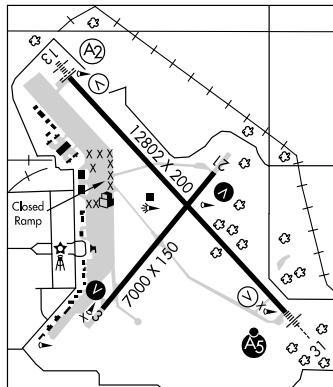
(L) **TACAN** Chan 53 FOE (111.6) N38°56.84' W95°39.67' at fld. 1043/5E. NOTAM FILE FOE.


Unmonitored. No NOTAM MP Wed 1530-1700Z†.

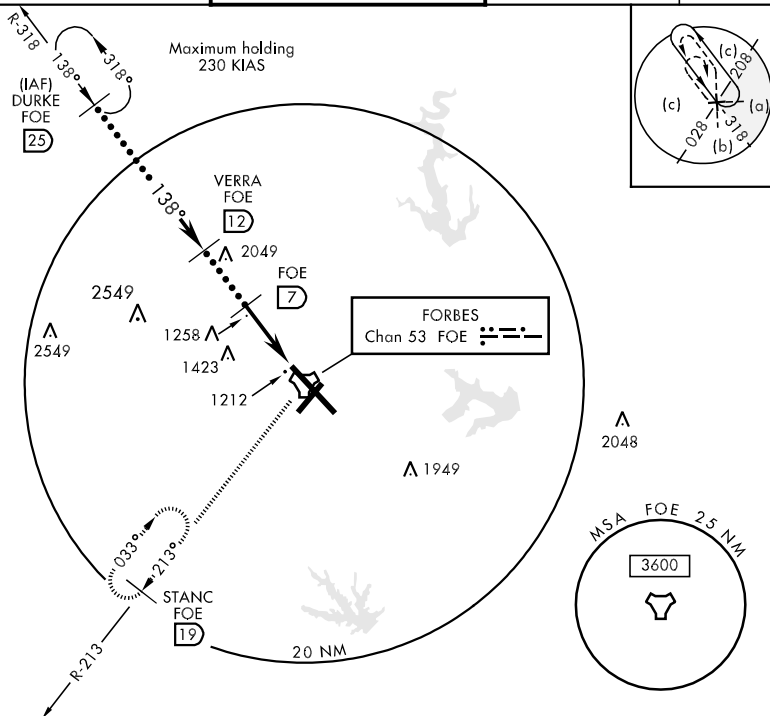
TACAN unusable byd 30 NM blo 2500'.

**RIPLY NDB (LOM)** 326 FO N38°53.09' W95°34.89' 310° 5.5 NM to fld.

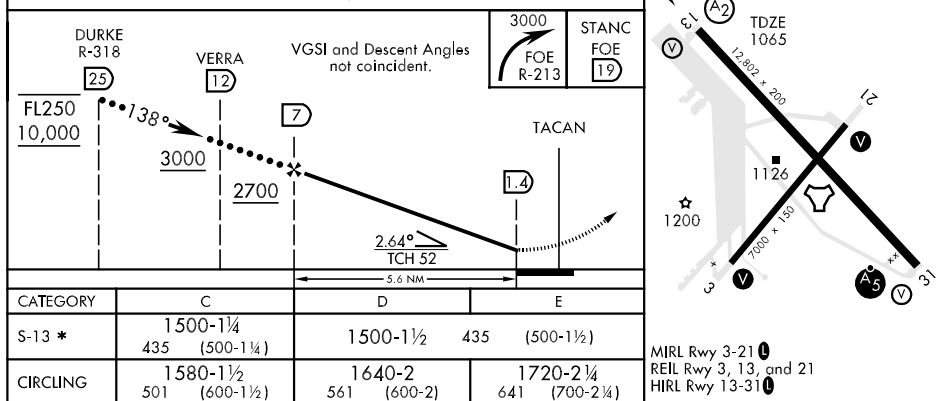
**ILS/DME** 110.1 I-FOE Chan 38 Rwy 31. Class IB. LOM **RIPLY NDB**. ILS unmonitored when twr clsd.



TACAN FOE Chan <b>53</b>		APCH CRS <b>138°</b>		Rwy Idg <b>12,802</b> TDZE <b>1065</b> Arpt Elev <b>1078</b>		JAL-424 [USAF]		TOPEKA/FORBES FLD (KFOE)	
* Inoperative table does not apply to CAT C.				SALS 		MISSED APPROACH: Climbing right turn to 3000 via FOE TACAN R-213 to STANC/19 DME and hold.			
ATIS ★ <b>128.25</b>		KANSAS CITY CENTER <b>123.8 343.7</b>		FORBES TOWER ★ <b>120.8 0 340.2</b>		GND CON <b>121.7 275.8</b>		ASOS	



EMERG SAFE ALT 100 NM 3600



TOPEKA, KANSAS

Amdt 3 09071

38°57'N-95°40'W


TOPEKA/FORBES FLD (KFOE)

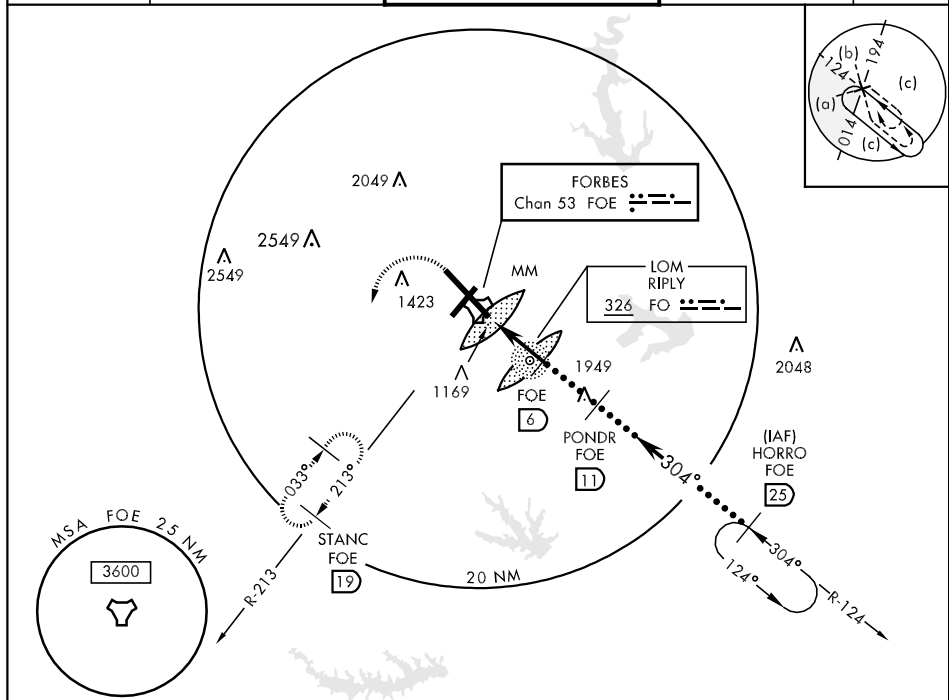
HI-TACAN RWY 13

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

HI-TACAN RWY 31

TACAN FOE Chan <b>53</b>	APCH CRS <b>304°</b>	Rwy Idg <b>12,802</b> TDZE <b>1037</b> Arprt Elev <b>1078</b>	JAL-424 [USAF]	TOPEKA/FORBES FLD (KFOE)	
* For inop MALSR, increase CAT D vis to 1½ miles and CAT E vis to 1½ miles.				MISSED APPROACH: Climbing left turn to 3000 via heading 190° and FOE TACAN R-213 to STANC/19 DME and hold.	
ATIS ★ <b>128.25</b>	KANSAS CITY CENTER <b>123.8 343.7</b>	FORBES TOWER ★ <b>120.8 0 340.2</b>	GND CON <b>121.7 275.8</b>		ASOS



CATEGORY	C	D	E
S-31 *	1460/40 423 (400-¾)	1460/50 423 (400-1)	
CIRCLING	1580-1½ 501 (600-1½)	1640-2 561 (600-2)	1720-2¼ 641 (700-2¼)

MIRL Rwy 3-21  
REIL Rwy 3, 13, and 21  
HRL Rwy 13-31

TOPEKA/FORBES FLD (KFOE)

HI-TACAN RWY 31

## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DODGE CITY, KS		
DODGE CITY RGNL (DDC)	HS 1	Ramp is in close proximity to rwys.
GARDEN CITY, KS		
GARDEN CITY RGNL (GCK)	HS 1	Back taxi required for full length Rwy 12.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
	HS 3	Twy A leads to int or Rwy 30.
GRAND ISLAND, NE		
CENTRAL NEBRASKA RGNL (GRI)	HS 1	Twy B crosses Rwy 17.
	HS 2	Twy C crosses Rwy 17 at the ramp.
HUTCHINSON, KS		
HUTCHINSON MUNI (HUT)	HS 1	Complex twy/rwy crossings.
	HS 2	Close proximity rwy boundary markings.
LIBERAL, KS		
LIBERAL MID-AMERICA RGNL (LBL)	HS 1	Multiple rwys and twys intersect in small area.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
LINCOLN, NE		
LINCOLN (LNK)	HS 1	Complex int of rwys and twys.
	HS 2	Apch holding position on twy near run up area.
MANHATTAN, KS		
MANHATTAN RGNL (MHK)	HS 1	Terminal ramp at Twy D intersects with Rwy 03-21.
	HS 2	Twy A intersects with Rwy 13-31.
OLATHE, KS		
JOHNSON COUNTY EXECUTIVE (OJC)	HS 1	Twy crosses rwy.
	HS 2	Unusual holding position.
OLATHE, KS		
NEW CENTURY AIRCENTER (IXD)	HS 1	Complex twy/rwy int.
	HS 2	Military ramp near twy.
	HS 3	Complex twy/rwy ints in area of limited twr visibility.
OMAHA, NE		
EPPLEY AIRFIELD (OMA)	HS 1	Complex twy int.
	HS 2	Rwy safety area in close proximity to ramp.
	HS 3	Rwy safety area in close proximity to ramp.
SALINA, KS		
SALINA MUNI (SLN)	HS 1	Twy E int departures Rwy 17-35.
	HS 2	Twy B intersects Rwy 12-30 and Rwy 17-35. Close proximity rwy boundary hold markings.
TOPEKA, KS		
FORBES FIELD (FOE)	HS 1	Twy A turns southwest to access the apch end of Rwy 03.
	HS 2	Twy A turns south to apch end Rwy 03. Not visible from twr.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

## HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
TOPEKA, KS		
PHILIP BILLARD MUNI (TOP)	HS 1	Ramp area and twy int in close proximity to rwys.
WICHITA, KS		
WICHITA MID-CONTINENT (ICT)	HS 1	Confusing ramp exit/entrance.
	HS 2	Twy/rwy crossing.
	HS 3	Confusing twy/rwy int.

\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

## ILS or LOC RWY 31

TOPEKA/ FORBES FIELD (FOE)

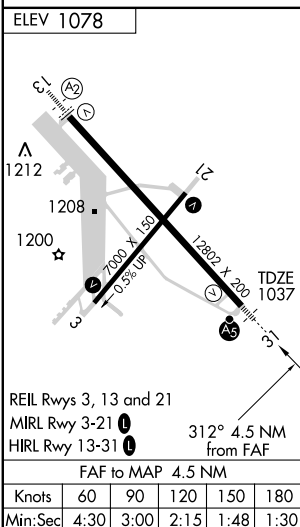
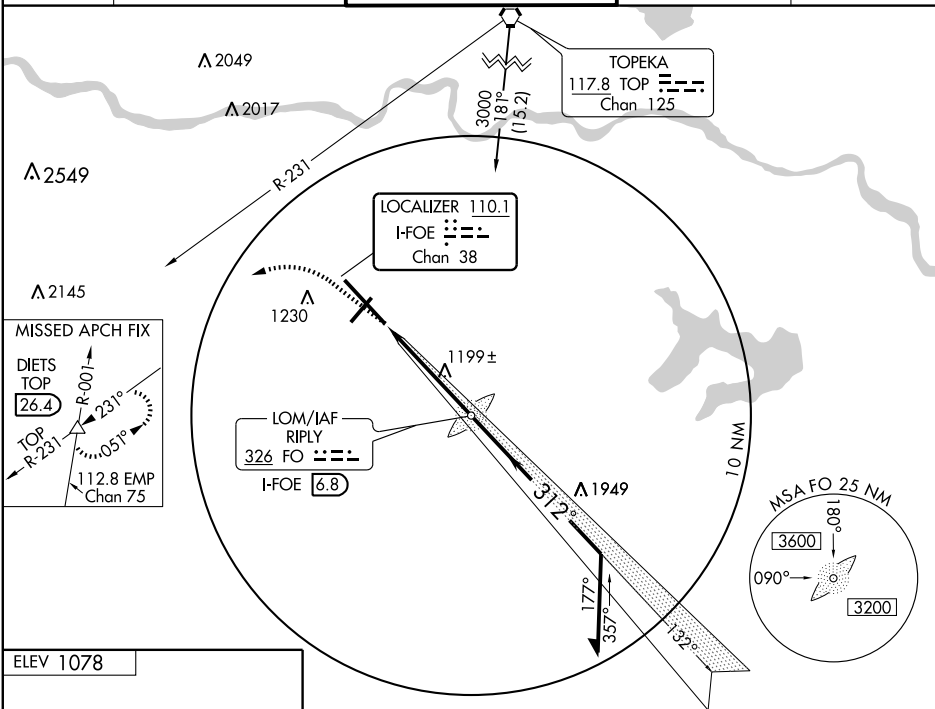
LOC I-FOE <b>110.1</b> Chan <b>38</b>	APP CRS <b>312°</b>	Rwy Idg <b>12802</b> TDZE <b>1037</b> Apt Elev <b>1078</b>
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▼ For inoperative MALSR, increase S-ILS 31 Cat E visibility to RVR 4000; and S-LOC Cat D visibility to RVR 6000, Cat E to 1½. \* Visibility Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

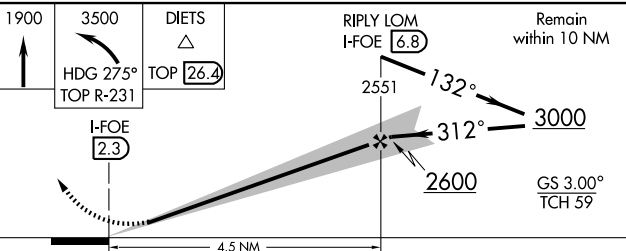


MISSED APPROACH: Climb to 1900 then climbing left turn to 3500 via heading 275° and TOP R-231 to DIETS INT and hold.

ATIS <b>128.25</b>	KANSAS CITY CENTER <b>123.8 343.7</b>	FORBES TOWER* <b>120.8 (CTAF) 0 340.2</b>	GND CON <b>121.7 275.8</b>	UNICOM 122.95
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Cat E procedure turn NA, radar required.



CATEGORY	A	B	C	D	E
S-ILS 31	*1237/24 200 (200-½)				
S-LOC 31	1460/24	423 (400-½)	1460/40 423 (400-¾)	1460/50	423 (400-1)
CIRCLING	1520-1 442 (500-1)	1580-1 502 (600-1)	1580-1½ 502 (600-1½)	1640-2 562 (600-2)	1720-2¼ 642 (700-2¼)

TOPEKA, KANSAS

Amdt 9D 09183

38°57'N-95°40'W

TOPEKA/ FORBES FIELD (FOE)

ILS or LOC RWY 31

LOM FO <b>326</b>	APP CRS <b>130°</b>	Rwy Idg TDZE Apt Elev	<b>12802</b> <b>1065</b> <b>1079</b>
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**NDB RWY 13**

TOPEKA/ FORBES FIELD (FOE)

▼ Inoperative table does not apply to Cat. C.

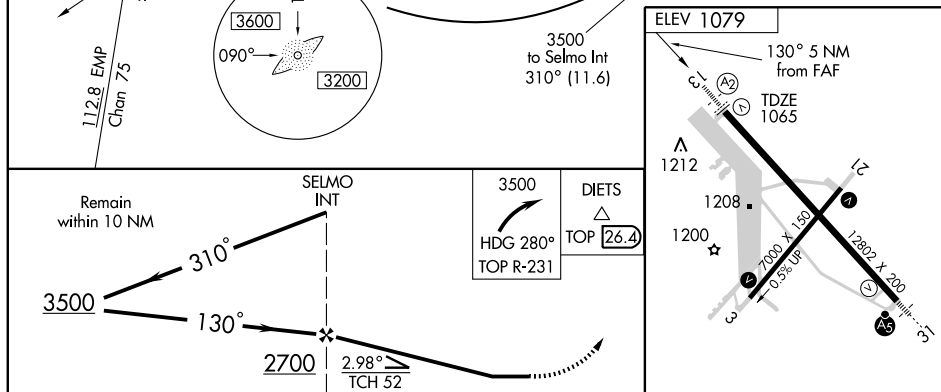
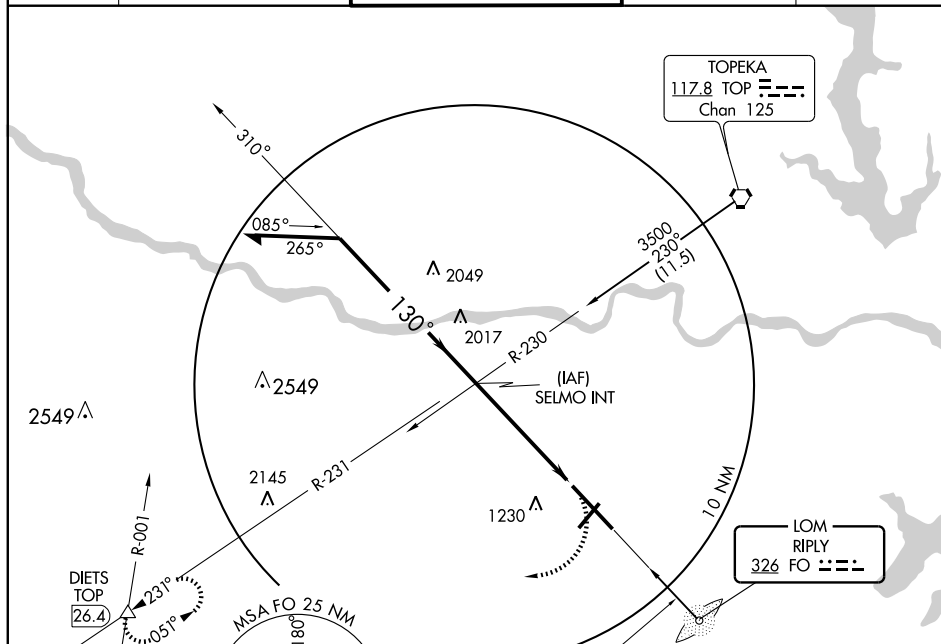
▲ NA

SALS



MISSED APPROACH: Climbing right turn to 3500 via heading 280° and TOP R-231 to DIETS Int and hold.

ATIS <b>128.25</b>	KANSAS CITY CENTER <b>123.8 343.7</b>	FORBES TOWER★ <b>120.8 (CTAF) 340.2</b>	GND CON <b>121.7 275.8</b>	UNICOM 122.95
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CATEGORY	A	B	C	D
S-13	1580-¾ 515 (600-¾)		1580-1½ 515 (600-1½)	1580-1¾ 515 (600-1¾)
CIRCLING	1580-1 501 (600-1)		1580-1½ 501 (600-1½)	1640-2 561 (600-2)

TOPEKA, KANSAS

Amdt 6 09183

38°57'N-95°40'W

TOPEKA/ FORBES FIELD (FOE)

**NDB RWY 13**

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010



APP CRS **035°**  
Rwy ldg **7000**  
TDZE **1078**  
Apt Elev **1078**

# RNAV (GPS) RWY 3

TOPEKA/ FORBES FIELD (FOE)

▼ DME/DME RNP-0.3 NA. VDP NA when using Philip Billard Muni altimeter setting.  
▲ When local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all MDA 60 feet and increase LNAV Cats C and D visibility  $\frac{1}{4}$  mile.

MISSED APPROACH: Climb to 3000 direct VAJEG and hold.

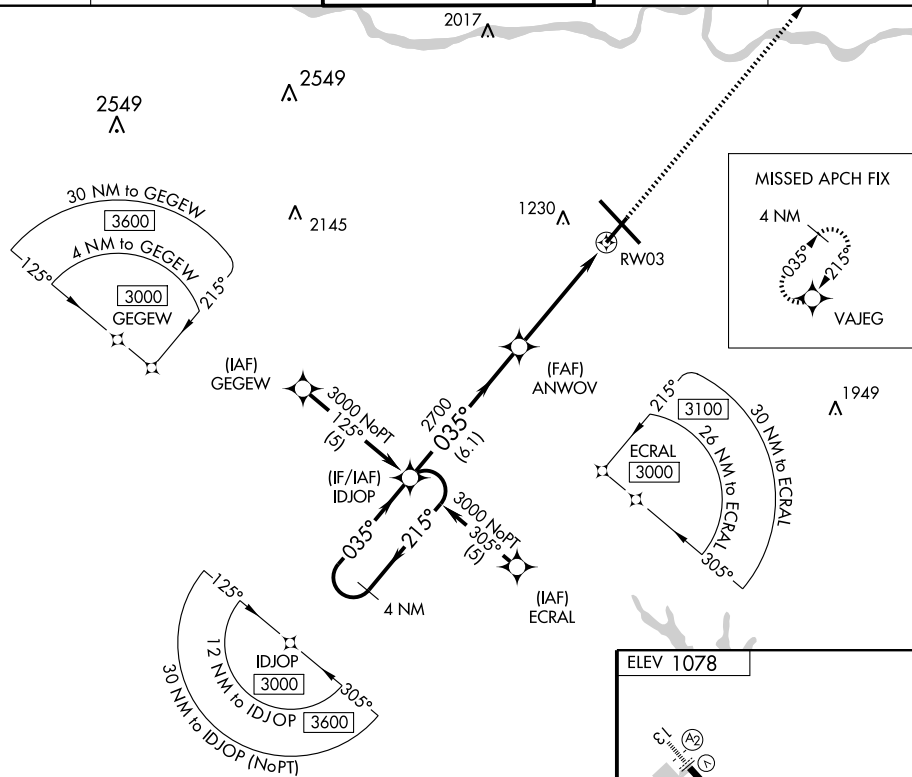
ATIS  
**128.25**

KANSAS CITY CENTER  
**123.8 343.7**

FORBES TOWER★  
**120.8 (CTAF) 340.2**

GND CON  
**121.7 275.8**

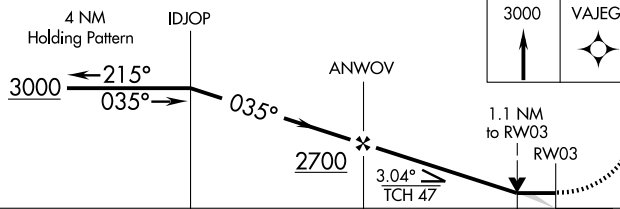
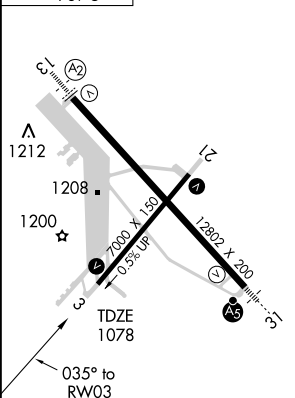
UNICOM  
122.95



MISSED APCH FIX



ELEV 1078



CATEGORY	A	B	C	D
LNAV MDA	1460-1	382 (400-1)	1460-1¼	382 (400-1¼)
CIRCLING	1520-1 442 (500-1)	1580-1 502 (600-1)	1580-1½ 502 (600-1½)	1640-2 562 (600-2)

REIL Rwy 3, 13 and 21  
MIRL Rwy 3-21  
HIRL Rwy 13-31



APP CRS	Rwy Idg	<b>7000</b>
<b>215°</b>	TDZE	<b>1047</b>
	Apt Elev	<b>1078</b>

## RNAV (GPS) RWY 21

TOPEKA/ FORBES FIELD (FOE)

- T** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Philip Billard Muni altimeter setting. When local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all MDA 60 feet and increase LNAV Cats C and D visibility  $\frac{1}{4}$  mile.

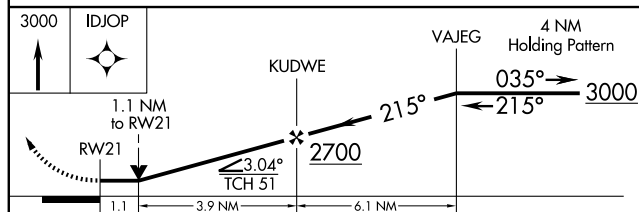
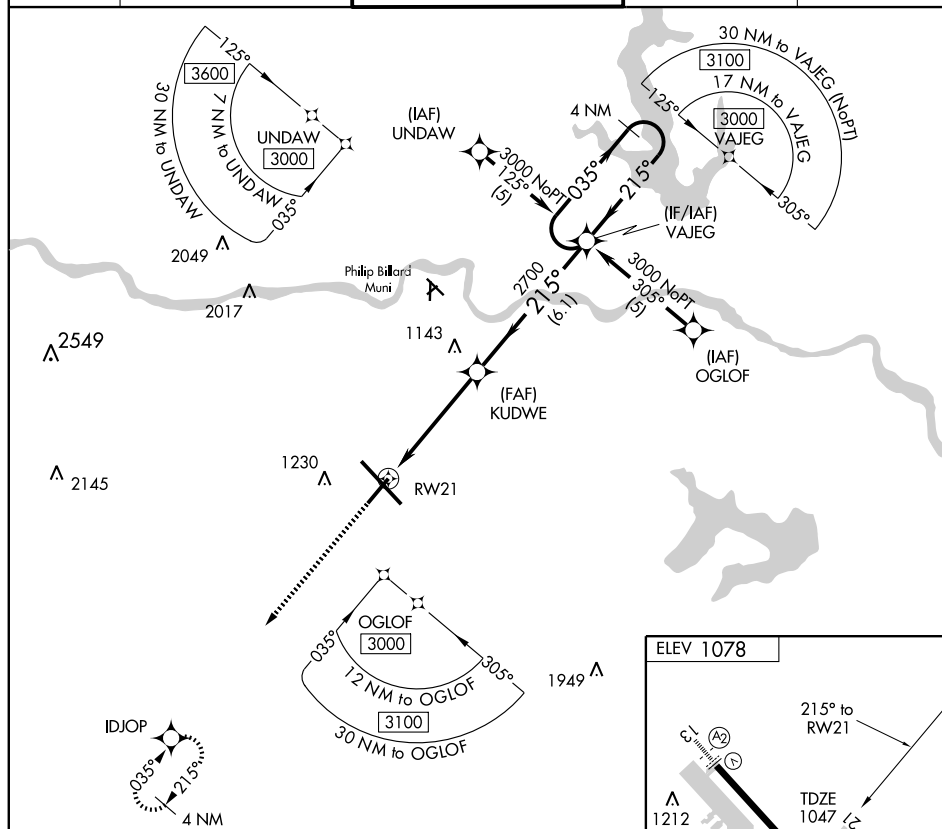
MISSED APPROACH: Climb to 3000 direct IDJOP and hold.

ATIS  
128.25

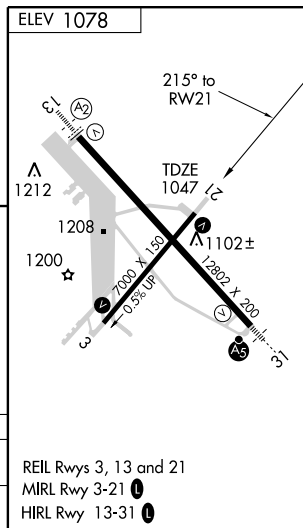
KANSAS CITY CENTER  
123.8 343.7

FORBES TOWER★  
120.8 (CTAF) **L** 340.2

GND CON  
121.7 275.8

UNICOM  
122.95

CATEGORY	A	B	C	D
LNNAV MDA	1440-1 393 (400-1)			1440-1¼ 393 (400-1¼)
CIRCLING	1520-1 442 (500-1)	1580-1 502 (600-1)	1580-1½ 502 (600-1½)	1640-2 562 (600-2)



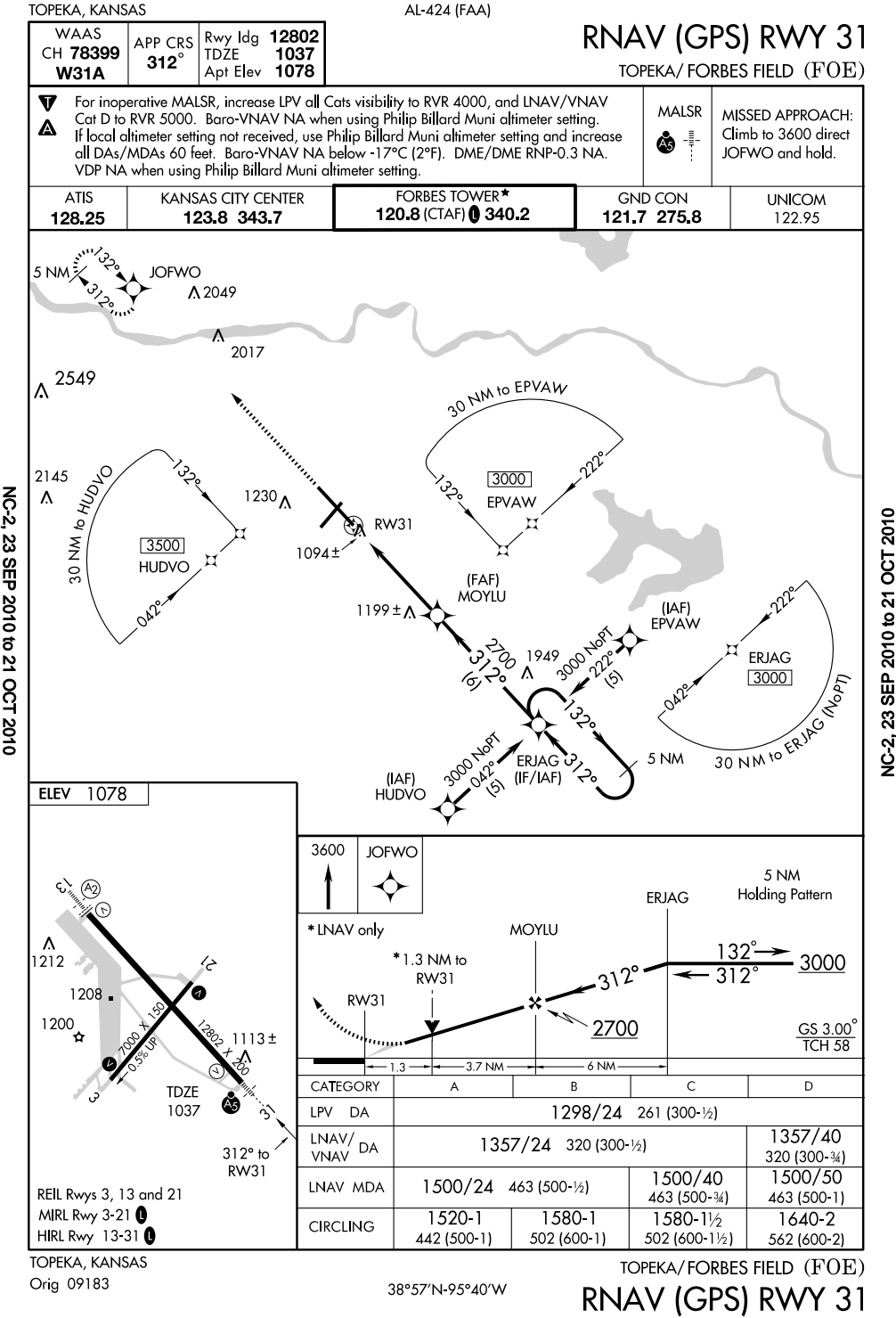
TOPEKA, KANSAS  
Orig 09183

38°57'N-95°40'W

TOPEKA/ FORBES FIELD (FOE)  
RNAV (GPS) RWY 21

NC-2. 23 SEP 2010 to 21 OCT 2010

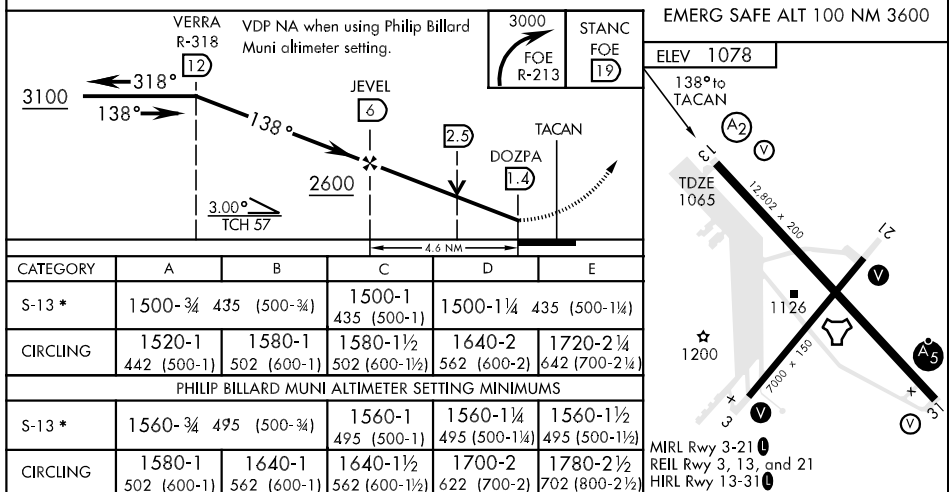
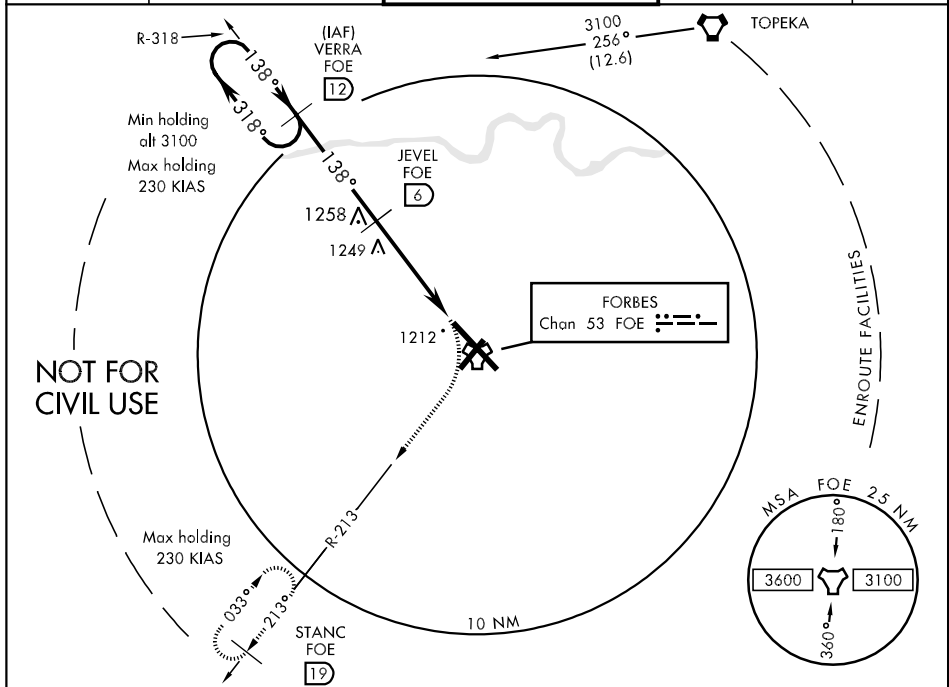
NC-2, 23 SEP 2010 to 21 OCT 2010



TACAN FOE Chan <b>53</b>	APCH CRS <b>138°</b>	Rwy Idg <b>12,802</b> TDZE <b>1065</b> Arpt Elev <b>1078</b>	AL-424 [USAF]	TOPEKA/FORBES FLD (KFOE)
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<p><b>▼</b> * When ALS inop, increase vis CAT ABCDE ¼ mile. When local altimeter not received use Philip Billard Muni altimeter setting.</p>	SALSF <b>(A2)</b>	MISSED APPROACH: Climbing right turn to 3000 via FOE TACAN R-213 to STANC (19 DME) and hold.
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ATIS ★ <b>128.25</b>	KANSAS CITY CENTER <b>123.8 343.7</b>	FORBES TOWER ★ <b>120.8 0 340.2</b>	GND CON <b>121.7 275.8</b>	ASOS
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TACAN FOE  
Chan 53

APCH CRS  
304°

Rwy Idg	12,802
TDZE	1037
Arpt Elev	1078

AL-424 [USAF]

TOPEKA/FORBES FLD (KFOE)

**T** \* When ALS inop, increase vis CAT ABCDE ½ mile.  
When local altimeter not received use Philip Billard  
Muni altimeter setting.

MALSR



**MISSED APPROACH:** Climbing left turn to 3000 via heading 190° and FOE TACAN R-213 to STANC (19 DME) and hold.

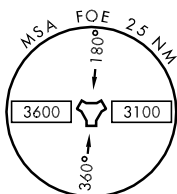
ATIS ★  
128.25

KANSAS CITY CENTER  
123.8 343.7


FORBES TOWER ★  
120.8 340.2

GND CON  
121.7 275.8

ASOS



NOT FOR CIVIL USE

FORBES  
Chan 53 FOE 

TOPEKA

$$\begin{array}{r} 3000 \\ - 1650 \\ \hline (18.6) \end{array}$$

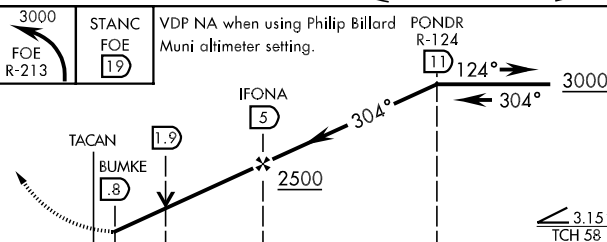
ENROUTE FACILITIES

Max holding  
230 KIAS

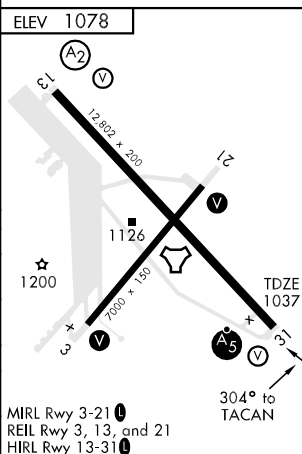
STANC  
FOE  
D

Max holding

EMERG SAFE ALT 100 NM 3600



CATEGORY	A	B	C	D	E
S-31 *	1460/24 423 (400-½)		1460/40 423 (400-¾)		1460/50 423 (400-1)
CIRCLING	1520-1 442 (500-1)	1580-1 502 (600-1)	1580-1½ 502 (600-1½)	1640-2 562 (700-2)	1720-2¼ 642 (700-2¼)
PHILIP BILLARD MUNI ALTIMETER SETTING MINIMUMS					
S-31 *	1520/24 483 (500-½)		1520/40 483 (500-¾)	1520/50 483 (500-1)	1520/60 483 (500-1½)
CIRCLING	1580-1 502 (600-1)	1640-1 562 (600-1)	1640-1½ 562 (600-1½)	1700-2 622 (700-2)	1780-2½ 702 (800-2½)



TOPEKA, KANSAS

38° 57' N-95° 40' W

TOPEKA/FORBES FLD (KFOE)

Amdt 4 09183

TACAN RWY 31

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

VORTAC TOP <b><u>117.8</u></b> Chan <b>125</b>	APP CRS <b>021°</b>	Rwy Idg <b>7000</b> TDZE <b>1077</b> Apt Elev <b>1079</b>
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VOR/DME or TACAN RWY 3  
TOPEKA/ FORBES FIELD (FOE)



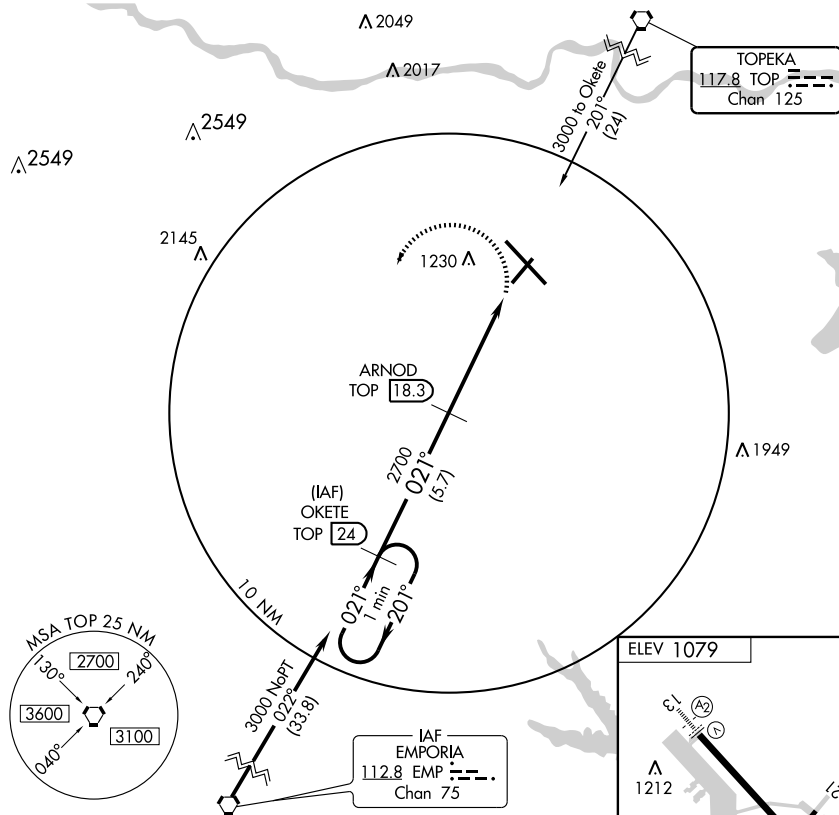
**MISSED APPROACH:** Climbing left turn to 3000 via TOP R-201 to OKETE/24 DME and hold.

ATIS  
**128.25**

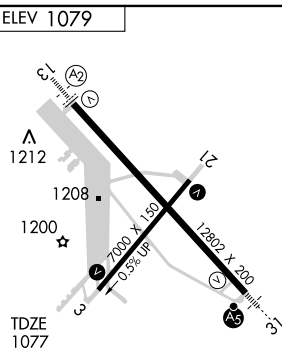
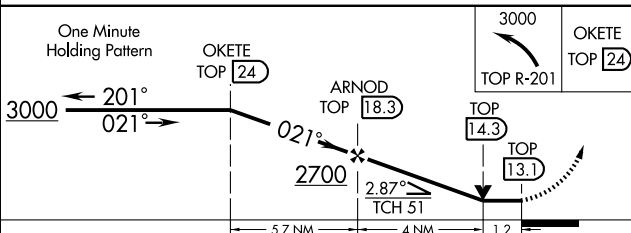
KANSAS CITY CENTER  
123.8 343.7

FORBES TOWER★  
120.8 (CTAF) **L** 340.2

GND CON  
**121.7 275.8**

UNICOM  
122.95

## One Minute Holding Pattern



CATEGORY	A	B	C	D
S-3	1500-1	423 (500-1)	1500-1¼	423 (500-1¼)
CIRCLING	1520-1 441 (500-1)	1580-1 501 (600-1)	1580-1½ 501 (600-1½)	1640-2 561 (600-2)

REIL Rwy 3, 13 and 21  
MIRL Rwy 3-21 **L**  
HIRL Rwy 13-31 **L**

TOPEKA, KANSAS  
Amdt 6 09183

38°57'N-95°40'W

TOPEKA/ FORBES FIELD (FOE)

VOR/DME or TACAN RWY 3

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

VORTAC TOP <b>117.8</b> Chan <b>125</b>	APP CRS <b>200°</b>	Rwy Idg TDZE Apt Elev	<b>7000</b> <b>1047</b> <b>1079</b>
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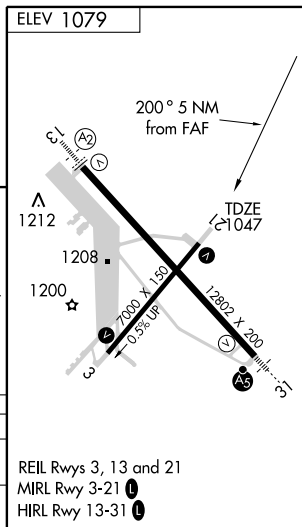
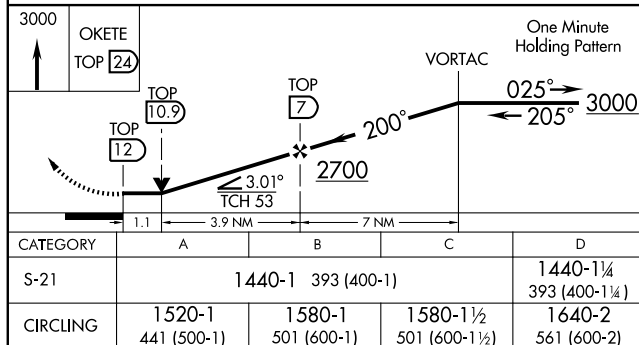
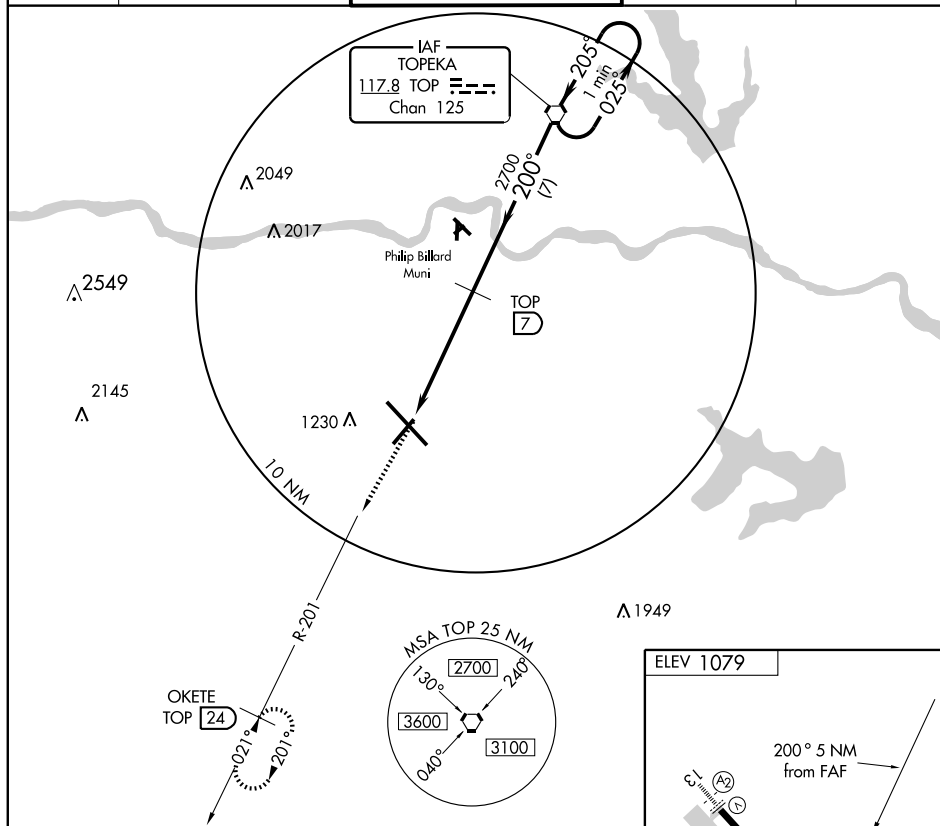
## VOR/DME or TACAN RWY 21

TOPEKA/ FORBES FIELD (FOE)



MISSED APPROACH: Climb to 3000 direct OKETE/24 DME and hold.

ATIS <b>128.25</b>	KANSAS CITY CENTER <b>123.8 343.7</b>	FORBES TOWER* <b>120.8 (CTAF) 340.2</b>	GND CON <b>121.7 275.8</b>	UNICOM 122.95
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## AIRPORT DIAGRAM

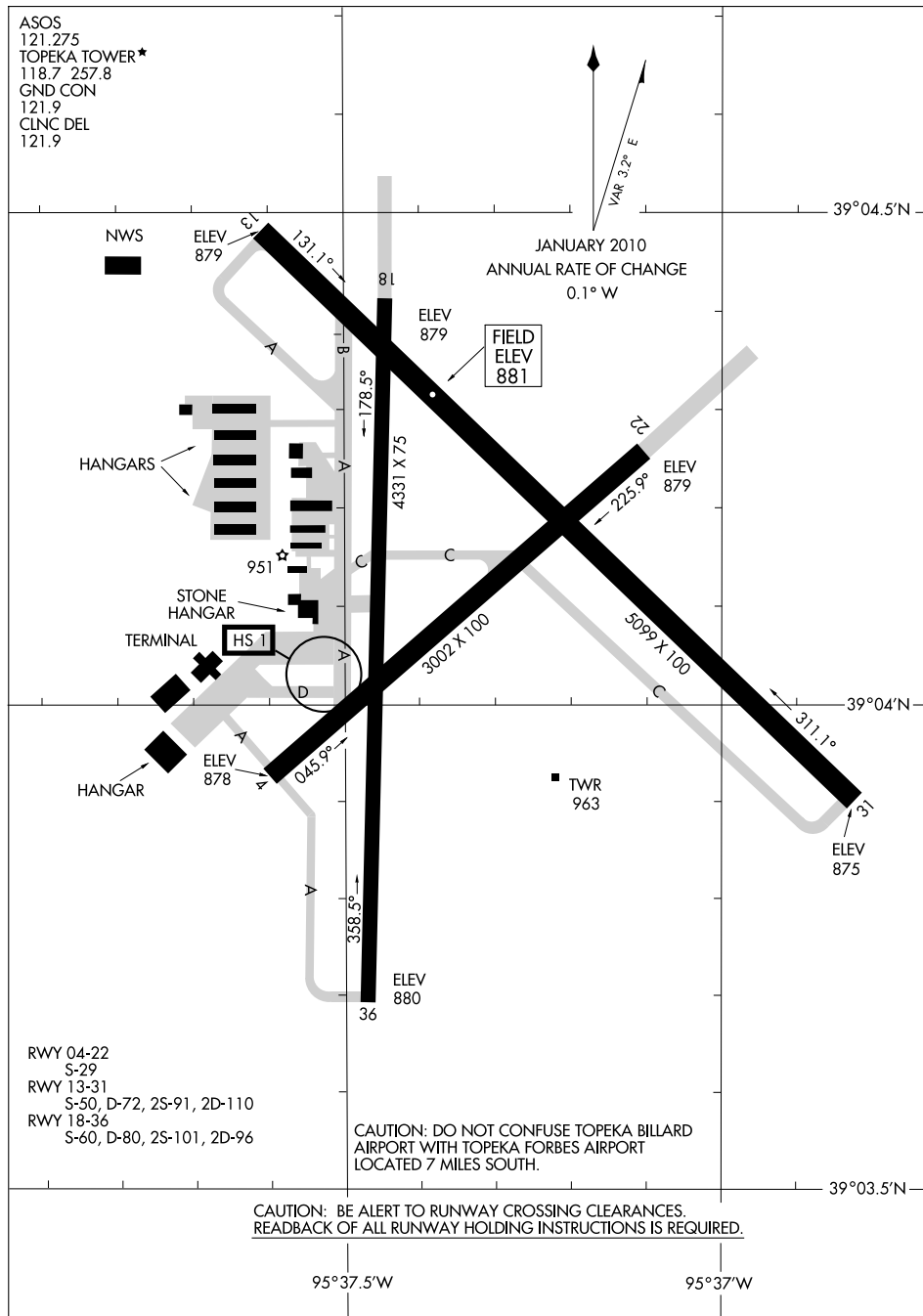
AL-620 (FAA)

TOPEKA/PHILIP BILLARD MUNI (TOP)  
TOPEKA, KANSAS

ASOS  
121.275  
TOPEKA TOWER★  
118.7 257.8  
GND CON  
121.9  
CLNC DEL  
121.9

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010



## AIRPORT DIAGRAM

TOPEKA, KANSAS  
TOPEKA/PHILIP BILLARD MUNI (TOP)

**PHILIP BILLARD MUNI** (TOP) 3 NE UTC-6(-5DT) N39°04.12' W95°37.35'

881 B S4 FUEL 100LL JET A TPA-1681(800) NOTAM FILE TOP

RWY 13-31: H5099X100 (ASPH) S-50, D-72, 2S-91, 2D-110 HIRL

RWY 13: MALSR. Tree.

RWY 31: REIL. VASI(V4L)—GA 3.0° TCH 55'. Tree.

RWY 18-36: H4331X75 (ASPH) S-60, D-80, 2S-101, 2D-96

MIRL

RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 41'. Trees.

RWY 36: VASI(V4R)—GA 3.0° TCH 38'. Tree.

RWY 04-22: H3002X100 (ASPH) S-29 MIRL

RWY 04: Tree. RWY 22: Tree.

**AIRPORT REMARKS:** Attended 1200-0400Z†. Large and small migratory

birds on and invof arpt. Ultralight activity on and invof arpt.

Ultralights must maintain radio contact at all times. When twr clsd

MIRL Rwy 04-22 and Rwy 18-36 and HIRL Rwy 13-31 preset on

low inst, to increase ints and ACTIVATE MALSR Rwy 13, VASI Rwy

18 and Rwy 31 and REIL Rwy 18 and Rwy 31—CTAF.

**WEATHER DATA SOURCES:** ASOS 121.275 (785) 234-1591. LAWRS

(1300-0100Z†).

**COMMUNICATIONS:** CTAF 118.7 UNICOM 122.95

TOPEKA RCO 122.45 (WICHITA RADIO)

® KANSAS CITY CENTER APP/DEP CON 123.8

TOPEKA TOWER 118.7 (1300-0100Z†) GND CON 121.9

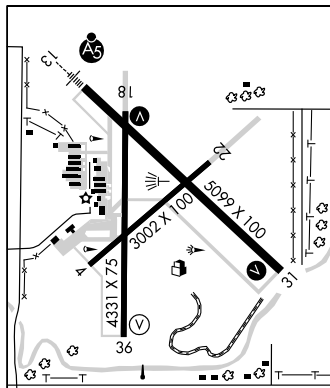
CLNC DEL 121.9

**AIRSPACE:** CLASS D svc 1300-0100Z† other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE TOP.

TOPEKA (L) VORTACW 117.8 TOP Chan 125 N39°08.23' W95°32.95' 215° 5.4 NM to fld. 1070/5E.

BILOY NDB (MRW/LOM) 521 TO N39°07.22' W95°41.23' 131° 4.3 NM to fld. Unmonitored.

ILS 110.7 I-TOP Rwy 13 LOM BILOY NDB. LOC BC unusable byd 15 degrees L &amp; R of course and byd 15 NM.

**COMM/NAV/WEATHER REMARKS:** Freq 121.5 not avbl at twr.**TRIBUNE MUNI** (5K2) 1 S UTC-7(-6DT) N38°27.25' W101°44.78'

3620 FUEL 100LL NOTAM FILE ICT

RWY 17-35: H5000X60 (CONC) MIRL

RWY 17: Road. RWY 35: P-line.

**AIRPORT REMARKS:** Unattended. For fuel call 620-376-4299.**WEATHER DATA SOURCES:** AWOS-3 119.075 (620) 376-2336.**COMMUNICATIONS:** CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE LAA.

LAMAR (H) VORTAC 116.9 LAA Chan 116 N38°11.83' W102°41.27' 059° 47.0 NM to fld. 3944/12E.

KANSAS CITY

H-5C, L-101

IAP, AD

WICHITA

H-5B, L-106

**TREGO WAKEENEY** (See WAKEENEY)**TRI-CITY** (See PARSONS)

## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DODGE CITY, KS		
DODGE CITY RGNL (DDC)	HS 1	Ramp is in close proximity to rwys.
GARDEN CITY, KS		
GARDEN CITY RGNL (GCK)	HS 1	Back taxi required for full length Rwy 12.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
	HS 3	Twy A leads to int or Rwy 30.
GRAND ISLAND, NE		
CENTRAL NEBRASKA RGNL (GRI)	HS 1	Twy B crosses Rwy 17.
	HS 2	Twy C crosses Rwy 17 at the ramp.
HUTCHINSON, KS		
HUTCHINSON MUNI (HUT)	HS 1	Complex twy/rwy crossings.
	HS 2	Close proximity rwy boundary markings.
LIBERAL, KS		
LIBERAL MID-AMERICA RGNL (LBL)	HS 1	Multiple rwys and twys intersect in small area.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
LINCOLN, NE		
LINCOLN (LNK)	HS 1	Complex int of rwys and twys.
	HS 2	Apch holding position on twy near run up area.
MANHATTAN, KS		
MANHATTAN RGNL (MHK)	HS 1	Terminal ramp at Twy D intersects with Rwy 03-21.
	HS 2	Twy A intersects with Rwy 13-31.
OLATHE, KS		
JOHNSON COUNTY EXECUTIVE (OJC)	HS 1	Twy crosses rwy.
	HS 2	Unusual holding position.
OLATHE, KS		
NEW CENTURY AIRCENTER (IXD)	HS 1	Complex twy/rwy int.
	HS 2	Military ramp near twy.
	HS 3	Complex twy/rwy ints in area of limited twr visibility.
OMAHA, NE		
EPPLEY AIRFIELD (OMA)	HS 1	Complex twy int.
	HS 2	Rwy safety area in close proximity to ramp.
	HS 3	Rwy safety area in close proximity to ramp.
SALINA, KS		
SALINA MUNI (SLN)	HS 1	Twy E int departures Rwy 17-35.
	HS 2	Twy B intersects Rwy 12-30 and Rwy 17-35. Close proximity rwy boundary hold markings.
TOPEKA, KS		
FORBES FIELD (FOE)	HS 1	Twy A turns southwest to access the apch end of Rwy 03.
	HS 2	Twy A turns south to apch end Rwy 03. Not visible from twr.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

## HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
TOPEKA, KS		
PHILIP BILLARD MUNI (TOP)	HS 1	Ramp area and twy int in close proximity to rwys.
WICHITA, KS		
WICHITA MID-CONTINENT (ICT)	HS 1	Confusing ramp exit/entrance.
	HS 2	Twy/rwy crossing.
	HS 3	Confusing twy/rwy int.

\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-TOP <b><u>110.7</u></b>	APP CRS <b>129°</b>	Rwy Idg <b>5099</b> TDZE <b>881</b> Apt Elev <b>881</b>
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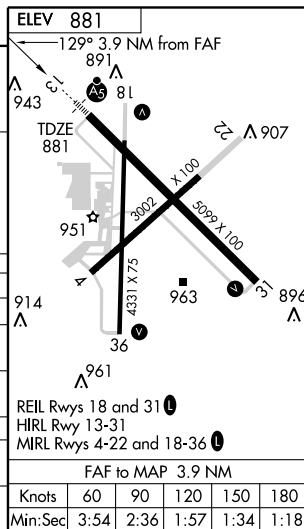
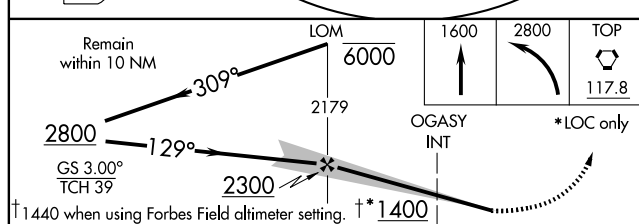
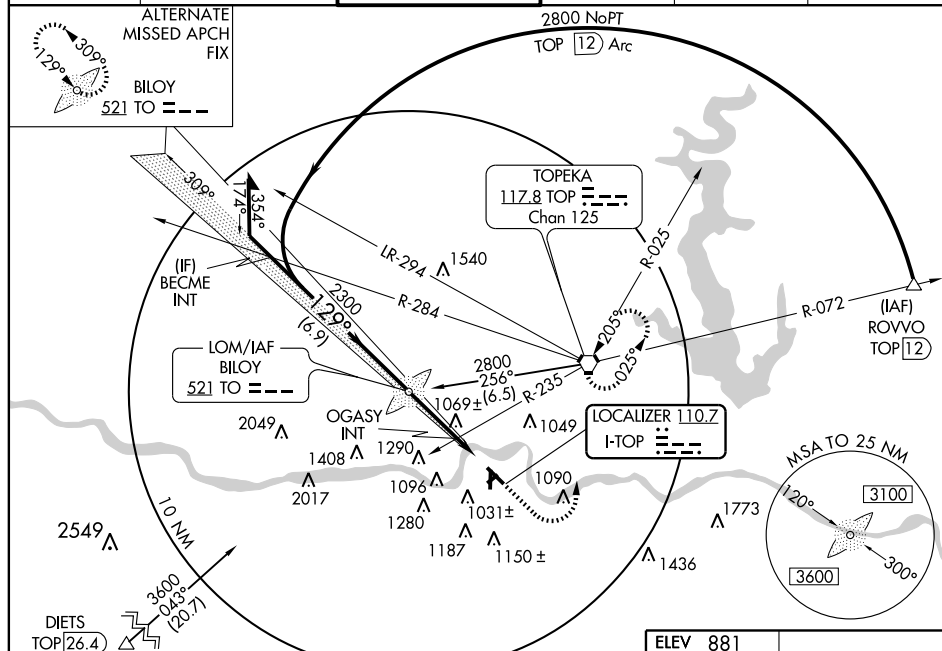
ILS or LOC RWY 13  
TOPEKA/PHILIP BILLARD MUNI (TOP)

**T** For inoperative MALSR when using Forbes Field altimeter setting, increase  
**A** S-ILS 13 visibility to 1 mile. When local altimeter setting not received, use  
Forbes Field altimeter setting and increase all DA 45 feet and all MDA 60 feet,  
increase Circling Cat C and OGASY Fix minimums S-LOC 13 and Circling  
Cat C visibility  $\frac{1}{2}$  mile.

MALSR

**MISSED APPROACH:** Climb to 1600 then climbing left turn to 2800 direct TOP VORTAC and hold.

ASOS 121.275	KANSAS CITY CENTER 123.8 343.7	TOPEKA TOWER ★ 118.7 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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				2.4 NM		1.5 NM			
CATEGORY	A		B		C			D	
S-ILS 13	1081-½ 200 (200-½)							NA	
S-LOC 13	1400-½ 519 (600-½)				1400-1 519 (600-1)			NA	
CIRCLING	1400-1 519 (600-1)				1460-1½ 579 (600-1½)			NA	
OGASY FIX MINIMUMS									
S-LOC 13	1340-½ 459 (500-½)				1340-¾ 459 (500-¾)			NA	
CIRCLING	1340-1 459 (500-1)		1360-1 479 (500-1)		1460-1½ 579 (600-1½)			NA	

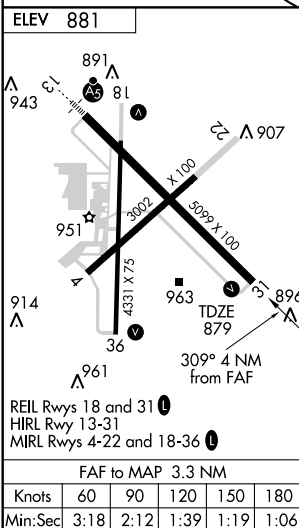
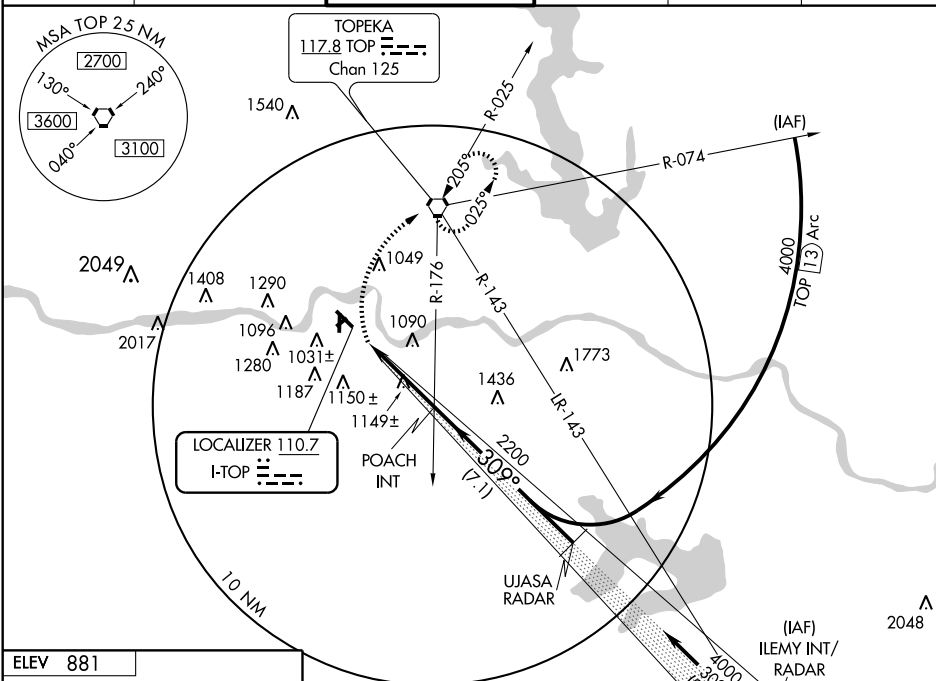
LOC I-TOP <b>110.7</b>	APP CRS <b>309°</b>	Rwy Idg TDZE Apt Elev	<b>5099</b> <b>879</b> <b>881</b>
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# LOC BC RWY 31


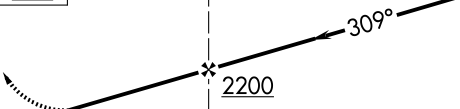
TOPEKA/PHILIP BILLARD MUNI (TOP)

Disregard Glide Slope indications.	MISSED APPROACH: Climbing right turn to 2800 direct TOP VORTAC and hold.
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ASOS <b>121.275</b>	KANSAS CITY CENTER <b>123.8 343.7</b>	TOPEKA TOWER ★ <b>118.7 (CTAF) 0 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>
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## BACK COURSE RADAR REQUIRED

2800	TOP 117.8	POACH INT	UJASA/ RADAR	
				
				
	0.7	3.3 NM	7.1 NM	
CATEGORY	A	B	C	D
S-31	1400-1	521 (600-1)	1400-1½ 521 (600-1½)	NA
CIRCLING	1400-1 519 (600-1)	1420-1 539 (600-1)	1460-1½ 579 (600-1½)	NA

APP CRS <b>044°</b>	Rwy Idg TDZE Apt Elev	<b>3002</b> <b>879</b> <b>881</b>
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# RNAV (GPS) RWY 4

TOPEKA/PHILIP BILLARD MUNI (TOP)

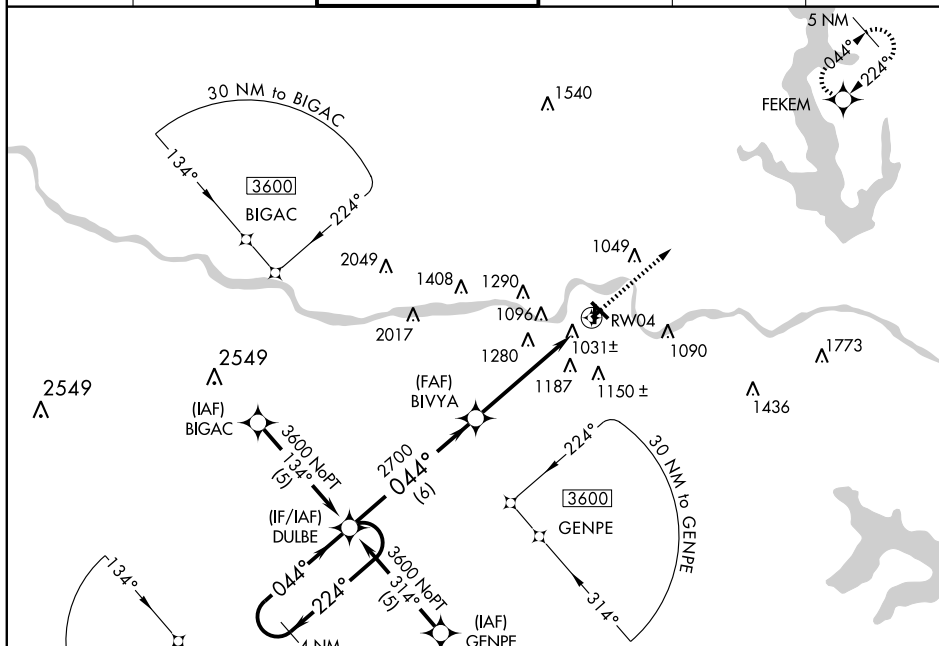


RNP or GPS-0.3 required. DME/DME RNP-0.3 NA.  
Straight-in minimums and circling NA at night to Rwy 4.



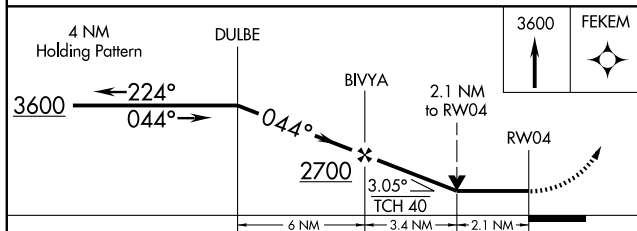
MISSED APPROACH: Climb to 3600 direct FEKEM WP and hold.

ASOS <b>121.275</b>	KANSAS CITY CENTER <b>123.8 343.7</b>	TOPEKA TOWER ★ <b>118.7 (CTAF) 0 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>
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NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010



CATEGORY	A	B	C	D
LNVA MDA	1580-1 701 (700-1)		1580-2 701 (700-2)	NA
CIRCLING	1580-1 699 (700-1)		1580-2 699 (700-2)	NA

TOPEKA, KANSAS  
Orig-A 10042

39°04'N - 95°37'W

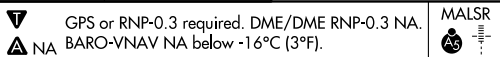
TOPEKA/PHILIP BILLARD MUNI (TOP)  
RNAV (GPS) RWY 4

APP CRS  
129°

Rwy Idg	<b>5099</b>
TDZE	<b>881</b>
Apt Elev	<b>881</b>

## RNAV (GPS) RWY 13

TOPEKA/ PHILIP BILLARD MUNI (TOP)



**MISSED APPROACH:** Climb to 3600 direct YAVUP WP and hold.

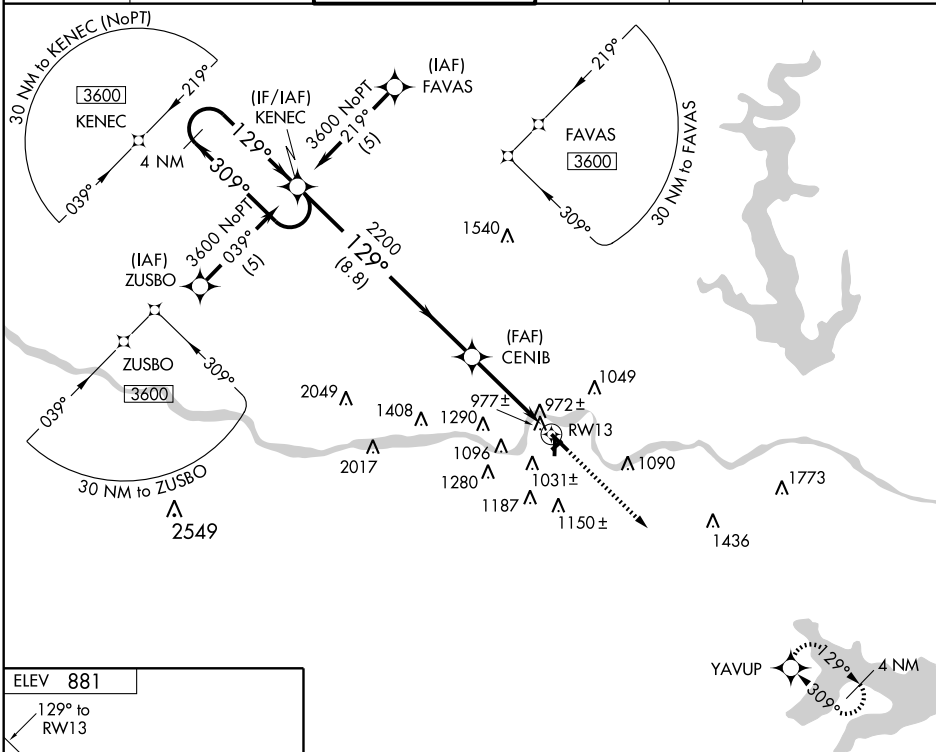
ASOS  
**121.275**

KANSAS CITY CENTER  
123.8 343.7

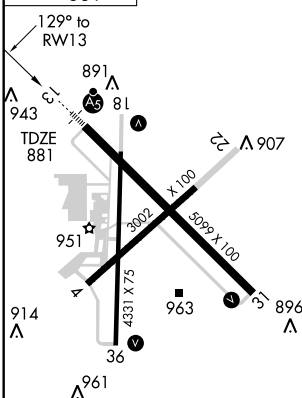
TOPEKA TOWER ★  
118.7 (CTAF) **L** 257.8

GND CON  
**121.9**

CLNC DEL  
**121.9**

UNICOM  
122.95

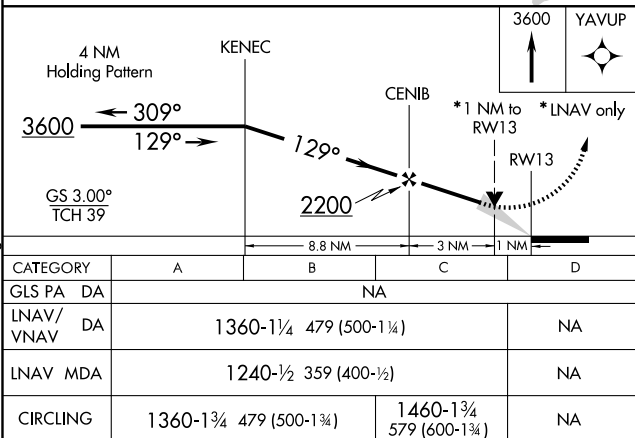
ELEV 881



HIRL Rwy 13-31

REIL Rwys 18 and 31 **L**

MIRL Rwy 4-22 and 18-36 L



TOPEKA, KANSAS

Orig 10042

TOPEKA/ PHILIP BILLARD MUNI (TOP)

RNAV (GPS) RWY 13

39°04'N - 95°37'W

NC-2, 23 SEP 2010 to 21 OCT 2010

C-2. 23 SEP 2010 to 21 OCT 2010



APP CRS  
177°

Rwy Idg	<b>4331</b>
TDZE	<b>880</b>
Apt Elev	<b>881</b>

## RNAV (GPS) RWY 18

TOPEKA/ PHILIP BILLARD MUNI (TOP)

**T** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Forbes Field altimeter setting and increase all MDAs 60 feet.

**A** VDP NA when using Forbes Field altimeter setting. Circling NA at night to Rwy 4.

**MISSED APPROACH:** Climbing right turn to 3600 direct GUKEC and hold.

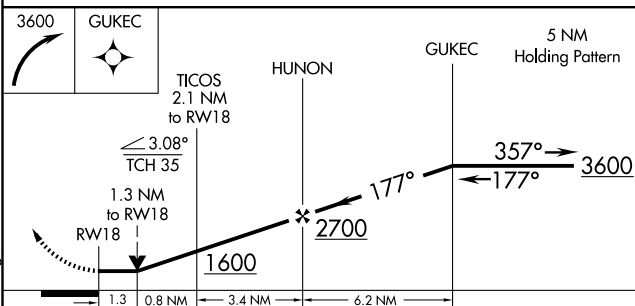
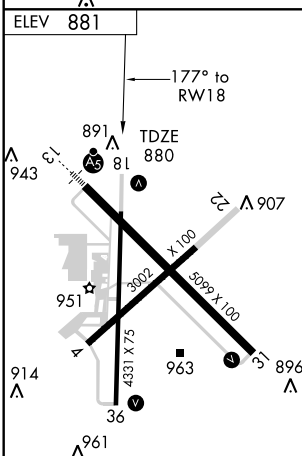
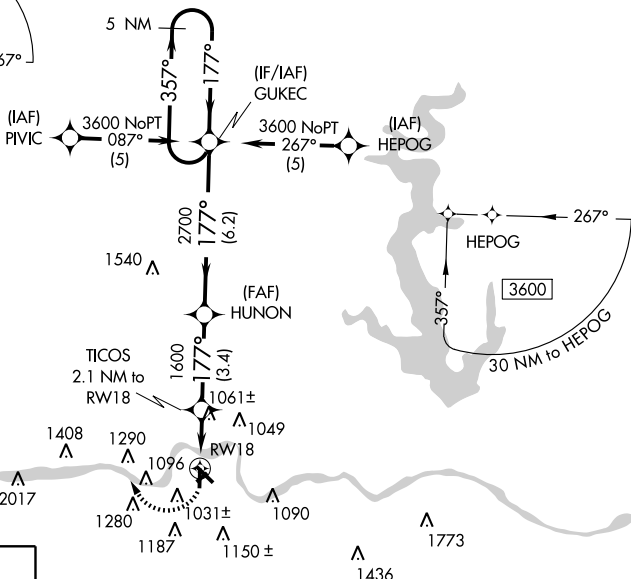
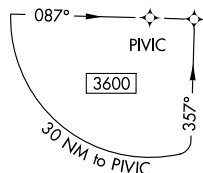
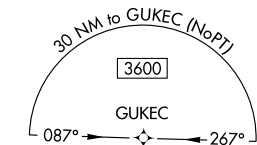
ASOS  
**121.275**

KANSAS CITY CENTER

TOPEKA TOWER ★  
118.7 (CTAF) **L** 257.8

GND CON  
**121.9**

CLNC DEL  
**121.9**

UNICOM  
122.95

CATEGORY	A	B	C	D
LNNAV MDA	1320-1	440 (500-1)	1320-1½ 440 (500-1½)	NA
CIRCLING	1340-1 459 (500-1)	1360-1 479 (500-1)	1460-1½ 579 (600-1½)	NA

TOPEKA, KANSAS  
Amdt 1 10042

TOPEKA/ PHILIP BILLARD MUNI (TOP)

RNAV (GPS) RWY 18

39°04'N - 95°37'W

NC-2, 23 SEP 2010 to 21 OCT 2010

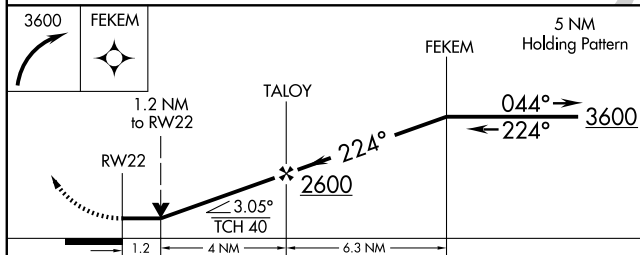
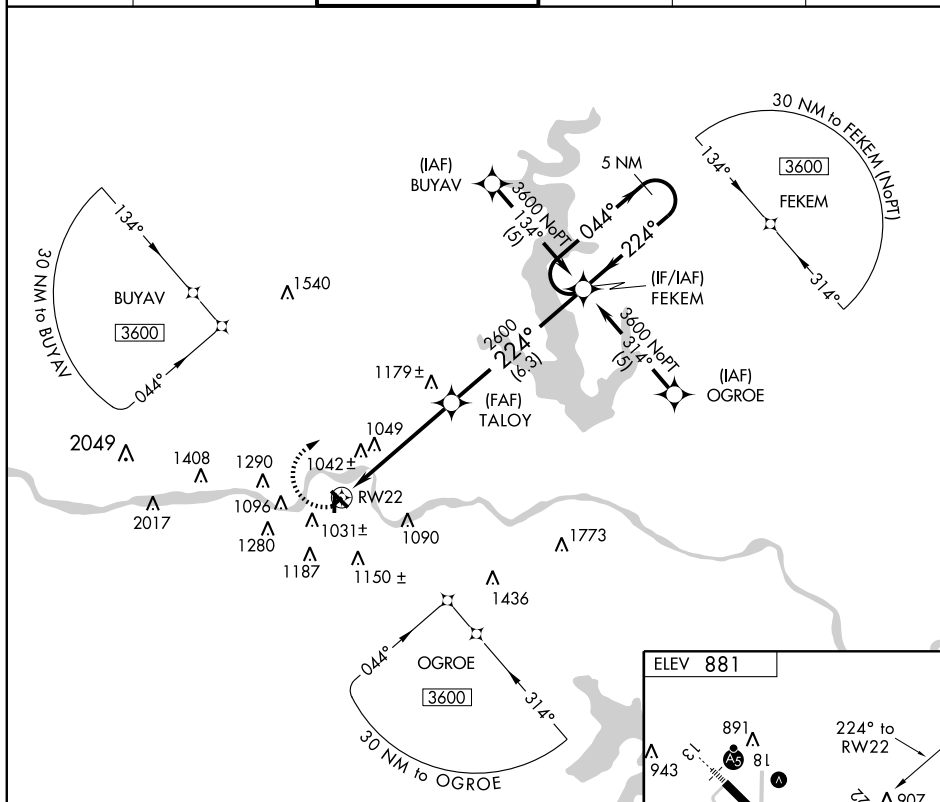
NC-2. 23 SEP 2010 to 21 OCT 2010

APP CRS <b>224°</b>	Rwy Idg <b>3002</b> TDZE <b>879</b> Apt Elev <b>881</b>
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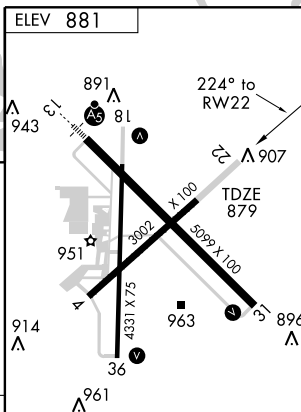
## RNAV (GPS) RWY 22

TOPEKA/ PHILIP BILLARD MUNI (TOP)

<p><b>▼</b> DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Forbes Field altimeter setting and increase all MDAs 60 feet.</p> <p><b>▲</b> VDP NA when using Forbes Field altimeter setting. Circling NA at night to Rwy 4.</p>				<p><b>MISSED APPROACH:</b> Climbing right turn to 3600 direct FEKEM and hold.</p>	
<p><b>ASOS</b> <b>121.275</b></p>	<p><b>KANSAS CITY CENTER</b> <b>123.8 343.7</b></p>	<p><b>TOPEKA TOWER ★</b> <b>118.7 (CTAF) 0 257.8</b></p>	<p><b>GND CON</b> <b>121.9</b></p>	<p><b>CLNC DEL</b> <b>121.9</b></p>	<p><b>UNICOM</b> <b>122.95</b></p>



CATEGORY	A	B	C	D
INAV MDA	1300-1	421 (500-1)	1300-1½ 421 (500-1½)	NA
CIRCLING	1340-1 459 (500-1)	1360-1 479 (500-1)	1460-1½ 579 (600-1½)	NA



HIRL Rwy 13-31

REIL Rwy 18 and 31 **L**MIRL Rwy 4-22 and 18-36 **L**

TOPEKA, KANSAS

Amdt 1 10042

TOPEKA/ PHILIP BILLARD MUNI (TOP)

RNAV (GPS) RWY 22

39°04'N - 95°37'W

NC-2. 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	5099
309°	TDZE	879
	Apt Elev	881

# RNAV (GPS) RWY 31

## TOPEKA/ PHILIP BILLARD MUNI (TOP)

<div> <div> <div></div> <div>NA</div> </div> </div>	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3600 direct KENEC WP and hold.
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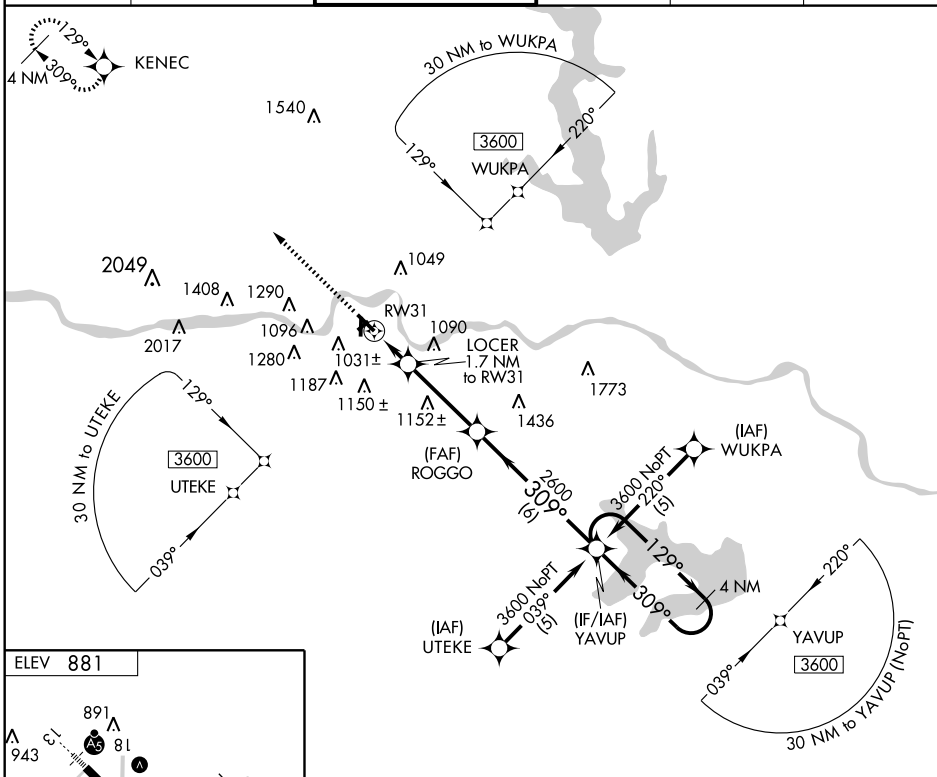
ASOS  
121.275

KANSAS CITY CENTER  
123.8 343.7

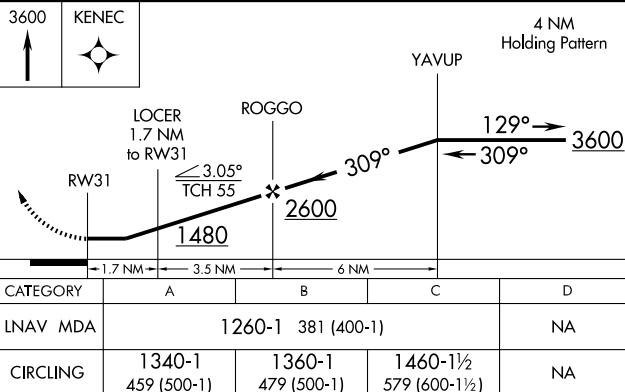
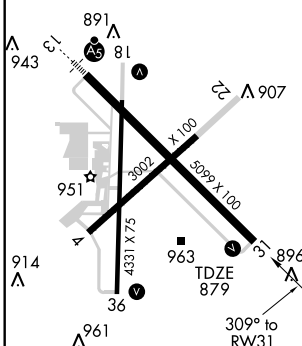
TOPEKA TOWER ★  
118.7 (CTAF) 257.8

GND CON  
**121.9**

CLNC DE  
121.9

UNICOM  
122.95

ELEV 881



REIL Rwy 18 and 31 **L**  
HIRL Rwy 13-31  
MIRL Rwy 4-22 and 18-36 **L**

TOPEKA, KANSAS  
Orig 10042

39°04'N - 95°37'W

TOPEKA/ PHILIP BILLARD MUNI (TOP)  
RNAV (GPS) RWY 31

NC-2. 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

APP CRS <b>357°</b>	Rwy Idg TDZE Apt Elev	<b>4331</b> <b>880</b> <b>881</b>
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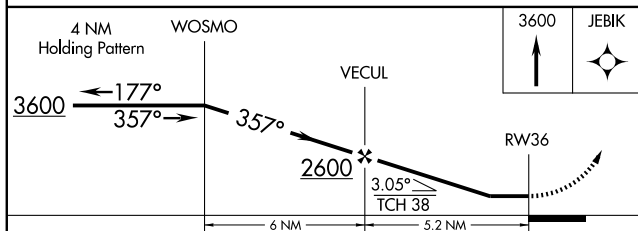
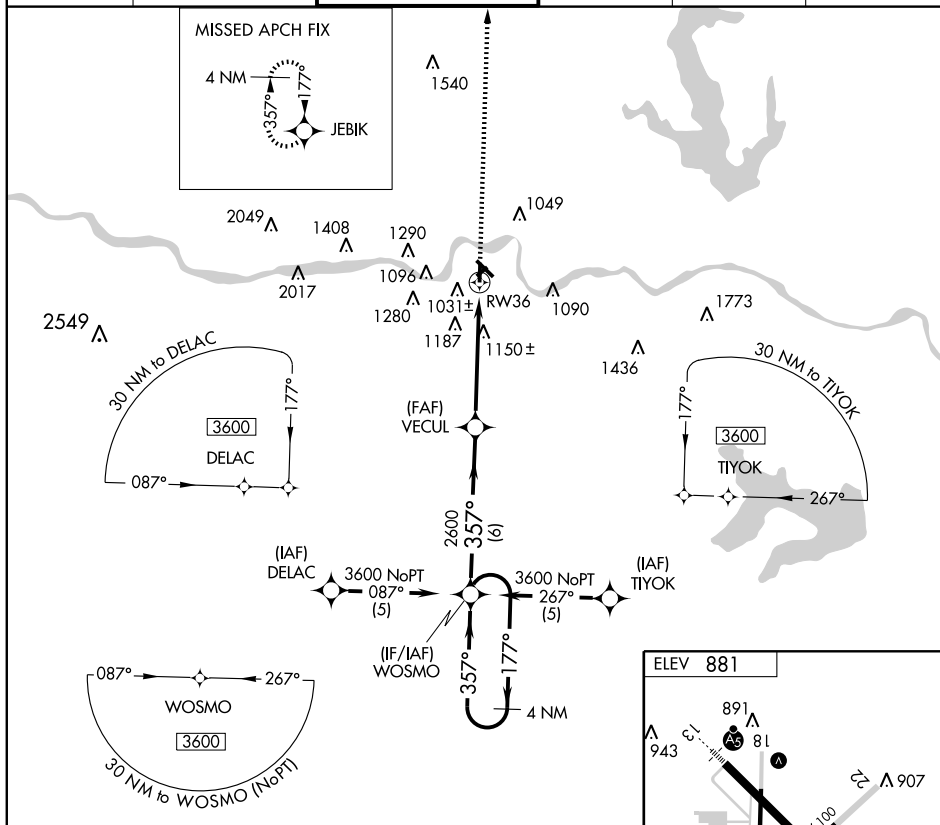
# RNAV (GPS) RWY 36

TOPEKA/PHILIP BILLARD MUNI (TOP)

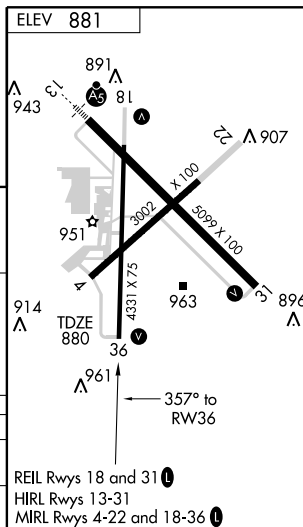
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
Straight-in minimums NA at night. Circling NA at night to Rwy 4.

MISSED APPROACH: Climb to 3600 direct JEBIK WP and hold.

ASOS <b>121.275</b>	KANSAS CITY CENTER <b>123.8 343.7</b>	TOPEKA TOWER ★ <b>118.7 (CTAF) 0 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LNVA MDA	1400-1	520 (600-1)	1400-1½ 520 (600-1½)	NA
CIRCLING	1400-1	519 (600-1)	1460-1½ 579 (600-1½)	NA



VORTAC TOP <b><u>117.8</u></b> Chan <b>125</b>	APP CRS <b>214°</b>	Rwy Idg <b>3002</b> TDZE <b>879</b> Apt Elev <b>881</b>
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VOR RWY 22  
TOPEKA/PHILIP BILLARD MUNI (TOP)



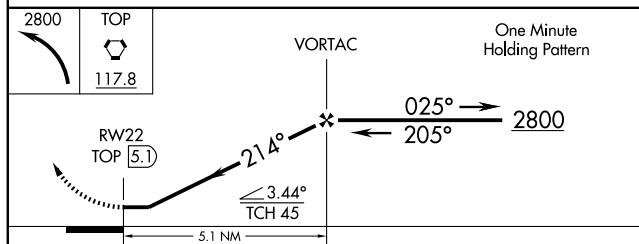
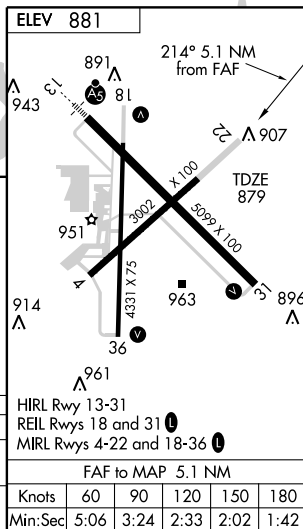
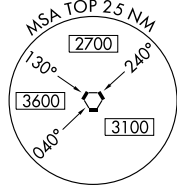
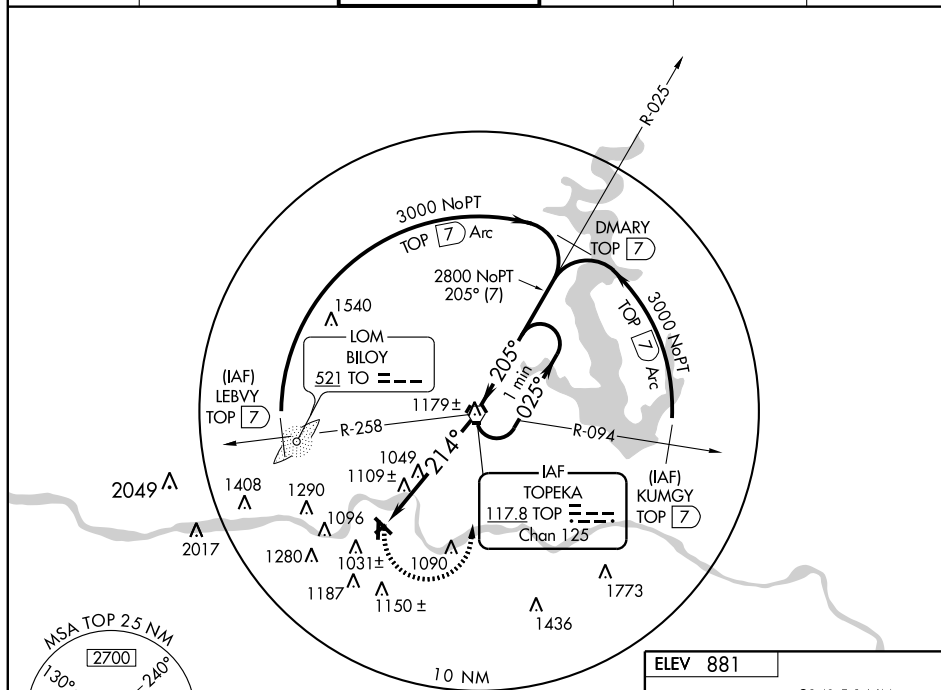
**MISSED APPROACH:** Climbing left turn to 2800 direct  
TOP VORTAC and hold.

ASOS  
**121.275**

KANSAS CITY CENTER  
123.8 343.7

TOPEKA TOWER ★  
118.7 (CTAF) **L** 257.8

GND CON  
**121.9**

CLNC DE  
**121.9**UNICOM  
122.95

CATEGORY	A	B	C	D
S-22	1320-1	441 (500-1)	1320-1½ 441 (500-1½)	NA
CIRCLING	1340-1 459 (500-1)	1360-1 479 (500-1)	1460-1½ 579 (600-1½)	NA

TOPEKA, KANSAS  
Amdt 21 10042

TOPEKA/PHILIP BILLARD MUNI (TOP)  
MOR RMY 22

39°04'N - 95°37'W

VOR RWY 22

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

**ULYSSES** (ULS) 1 N UTC-6(-5DT) N37°36.24' W101°22.41'

3071 B S4 FUEL 100LL, JET A NOTAM FILE ICT

RWY 17-35: H6000X100 (CONC) S-45, D-60 MIRL

RWY 17: PAPI (P4L) Pline. RWY 35: PAPI (P4L).

RWY 12-30: H4600X60 (CONC) S-12.5 MIRL

RWY 12: PAPI(P2L)—GA 3.0° TCH 35'. Road.

RWY 30: PAPI(P2L)—GA 3.0° TCH 35'. Road.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-0000Z†. Glider and ultralight activity on and in/ov arpt. Twy A parallel to Rwy 17-35. MIRL Rwy 12-30 and 17-35 preset on low ints dusk-0400Z†, to increase ints and ACTIVATE after 0400Z† and PAPI Rwy 12, 17, 30 and 35 & Twy A—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.95 (620) 424-3747.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.3 (WICHITA RADIO)

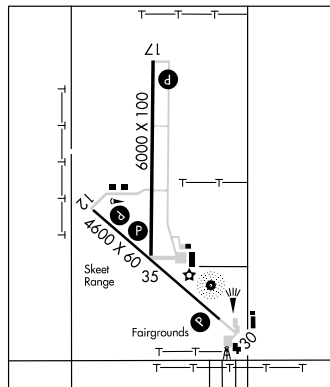
**RADIO AIDS TO NAVIGATION:** NOTAM FILE GCK.

**GARDEN CITY (H) VORTACW** 113.3 GCK Chan 80

N37°55.14' W100°43.50' 228° 36.2 NM to fld. 2877/11E.

**NDB (MHW)** 395 ULS N37°35.83' W101°22.08' at fld.

NOTAM FILE ICT.



**VAN PAK** (See PRAIRIE VIEW)

**VINLAND VALLEY AERODROME** (See BALDWIN CITY)

## WAKEENEY

**TREGO WAKEENEY** (ØH1) 2 SW UTC-6(-5DT) N39°00.27' W99°53.57'

2435 B S8 FUEL 100LL NOTAM FILE ICT

RWY 17-35: H4000X50 (ASPH) LIRL

RWY 17: Pole. Rgt t/c.

**AIRPORT REMARKS:** Unattended. Fuel 24 hr self svc credit card. For svc call 785-743-8344. Rwy ends have 90 feet x 90 feet turnarounds.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HLC.

**HILL CITY (H) VORTACW** 113.7 HLC Chan 84 N39°15.53' W100°13.55' 126° 21.8 NM to fld. 2690/8E.

HIWAS.

**WAMEGO MUNI** (69K) 3 E UTC-6(-5DT) N39°11.83' W96°15.53'

966 B FUEL 100LL NOTAM FILE ICT

RWY 17-35: H3184X45 (ASPH) LIRL

RWY 17: Thld dsplcd 176'. Road. RWY 35: Road.

**AIRPORT REMARKS:** Unattended. For fuel call Wamego Police Dept 785-456-9553. Parachute Jumping. Ultralight activity on and in/ov arpt. Radio control model acft activity on and in/ov arpt. County road 75' W of rwy within surface area. NSTD LIRL, rwy lights located 13' outside rwy edge. Rwy end lights AER 35 located 14' north of thld. ACTIVATE LIRL Rwy 17-35—122.9. NOTE: See Special Notices Section—Aerobatic Practice Areas.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MHK.

**MANHATTAN (T) VORW/DME** 110.2 MHK Chan 39 N39°08.73' W96°40.12' 077° 19.4 NM to fld. 1044/4E.

HIWAS.

WICHITA

H-5B, L-10G, 15B

IAP

WICHITA

L-10H

KANSAS CITY

L-10I

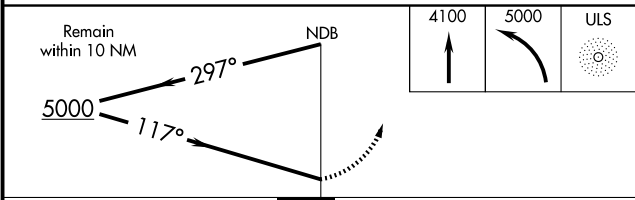
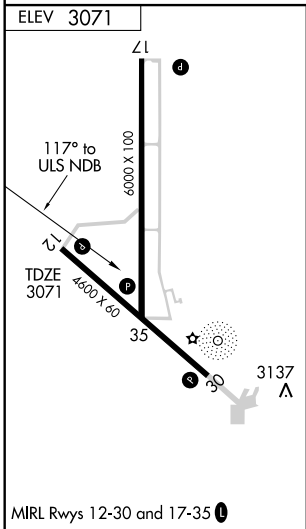
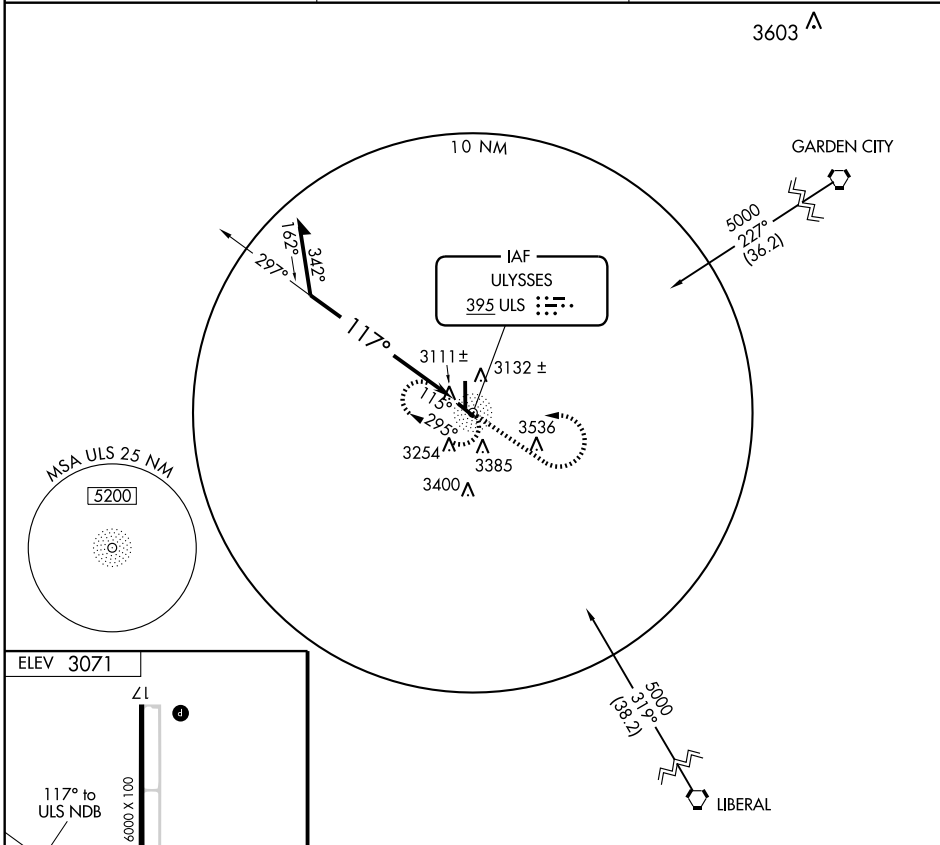
NDB ULS <b>395</b>	APP CRS <b>117°</b>	Rwy Idg TDZE Apt Elev	<b>4600</b> <b>3071</b> <b>3071</b>
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# NDB RWY 12

ULYSSES (ULS)

<p>▼</p> <p>▲ NA</p>	MISSED APPROACH: Climb to 4100, then climbing left turn to 5000 direct ULS NDB and hold.
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AWOS-3 <b>118.95</b>	GARDEN CITY RADIO <b>122.3</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
S-12	3660-1	589 (600-1)	3660-1½ 589 (600-1½)	NA
CIRCLING	3740-1	669 (700-1)	3740-1¾ 669 (700-1¾)	NA

APP CRS	Rwy Idg	<b>4600</b>
<b>121°</b>	TDZE	<b>3071</b>
	Apt Elev	<b>3071</b>

## RNAV (GPS) RWY 12

## ULYSSES (ULS)



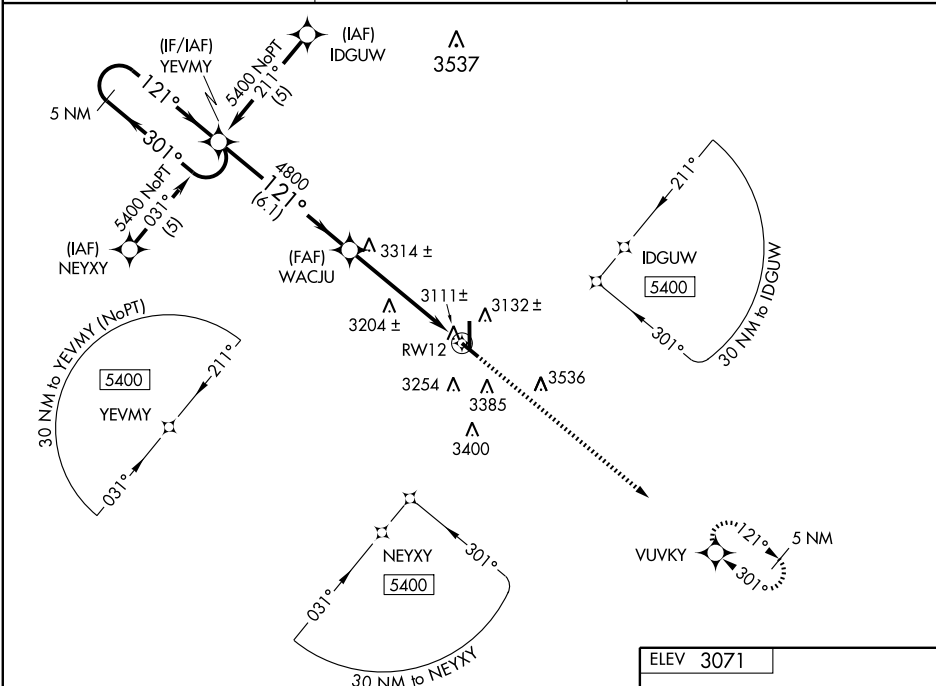
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Garden City altimeter setting and increase all MDAs 120 feet and increase LNAV Cat C visibility ½ mile, circling Cat B visibility ½ mile and circling Cat C visibility ½ mile. VDP NA when using Garden City altimeter setting.

**MISSED APPROACH:**  
Climb to 5400 direct  
VUVKY and hold.

AWOS-3  
118.95

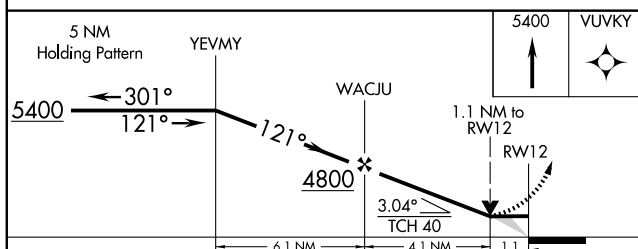
GARDEN CITY RADIO  
**122.3**

UNICOM  
122.8 (CTAF) **L**

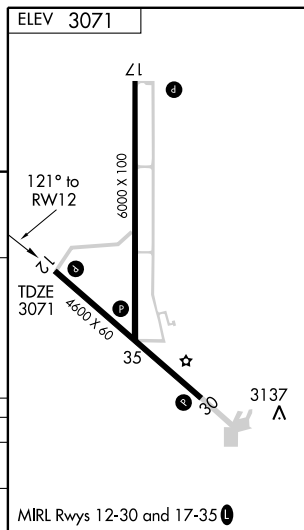


NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010



CATEGORY	A	B	C	D
LNAV MDA	3460-1 389 (400-1)			NA
CIRCLING	3660-1 589 (600-1)	3740-1 669 (700-1)	3740-1 <sup>3</sup> / <sub>4</sub> 669 (700-1 <sup>3</sup> / <sub>4</sub> )	NA



ULYSSES, KANSAS

Amdt 1 10210

## ULYSSES (ULS)

37°36' N-101°22' W

RNAV (GPS) RWY 12



APP CRS  
**171°**

Rwy Ldg  
TDZE  
**3065**

Apt Elev  
**3071**

# RNAV (GPS) RWY 17

ULYSSES (ULS)



DME/DME RNP-0.3 NA.  
Baro-VNAV NA below -31°C (-23°F).

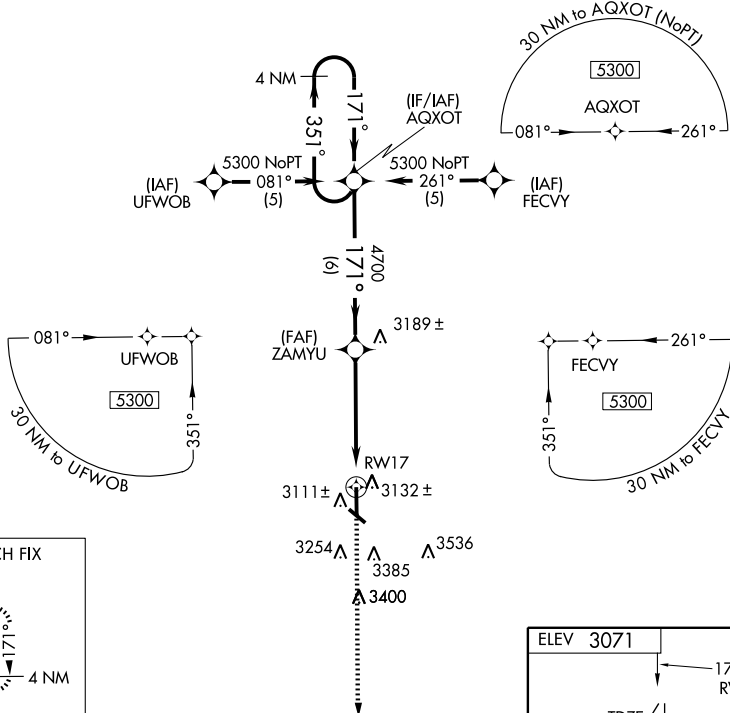
MISSED APPROACH: Climb to 5300 direct IKEGY and hold.

AWOS-3  
**118.95**

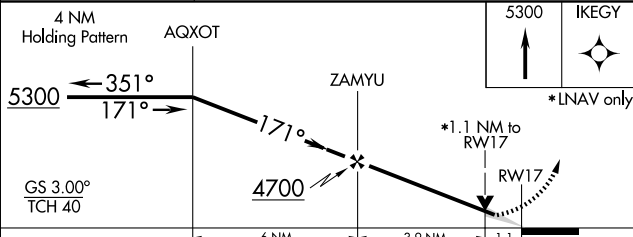
GARDEN CITY RADIO  
**122.3**

UNICOM  
**122.8** (CTAF) **0**

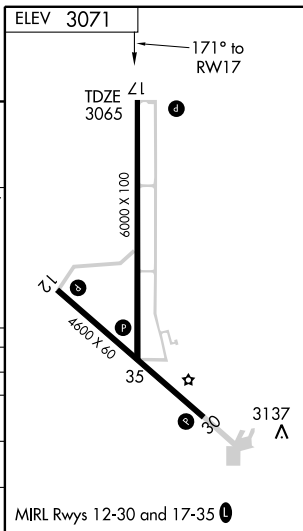
**Λ** 3750



MISSED APCH FIX



CATEGORY	A	B	C	D
LPV DA				
RNAV/VNAV DA	3488-1½	423 (500-1½)		NA
RNAV MDA	3460-1	395 (400-1)		NA
CIRCLING	3660-1 589 (600-1)	3740-1 669 (700-1)	3740-1¾ 669 (700-1¾)	NA



APP CRS **301°**  
Rwy Ldg **4600**  
TDZE **3062**  
Apt Elev **3071**

# RNAV (GPS) RWY 30

ULYSSES (ULS)

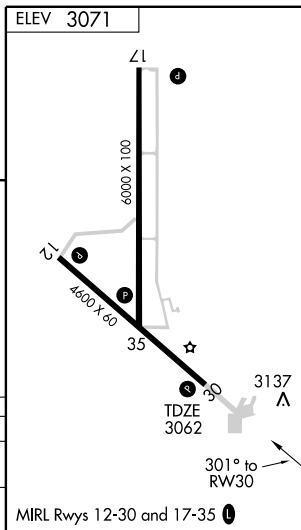
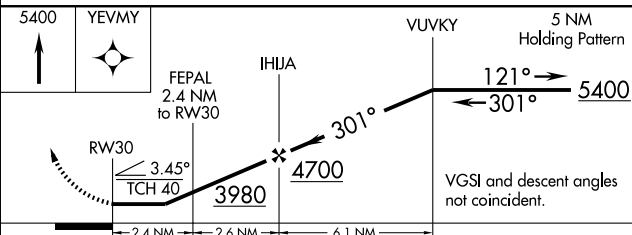
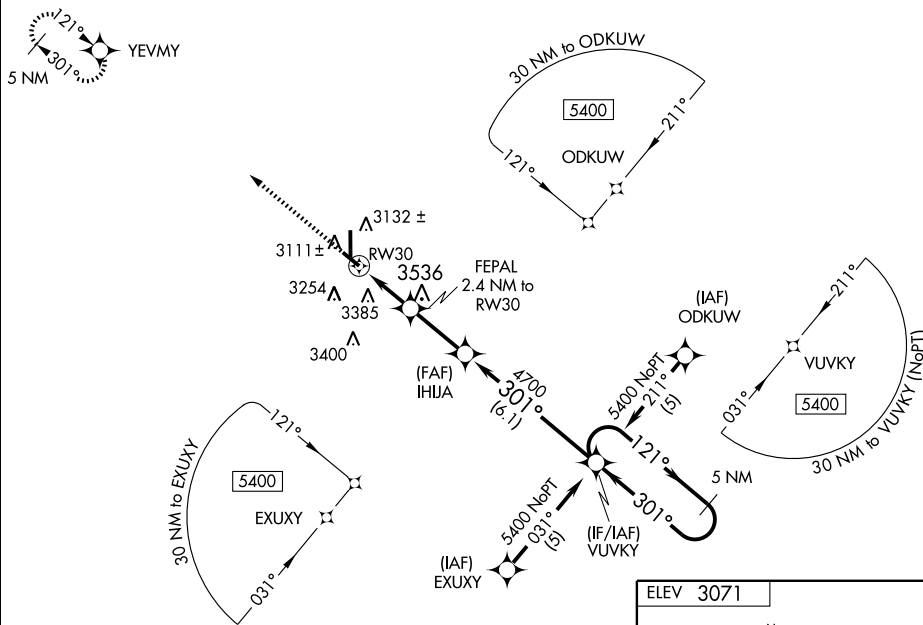
**▽** When local altimeter setting not received, use Garden City altimeter setting and increase all MDAs 120 feet, and LNAV Cat C visibility ¼ mile, circling Cat B visibility ½ mile and circling Cat C visibility ½ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 5400 direct YEVMY and hold.

AWOS-3  
**118.95**

GARDEN CITY RADIO  
**122.3**

UNICOM  
**122.8 (CTAF) 0**

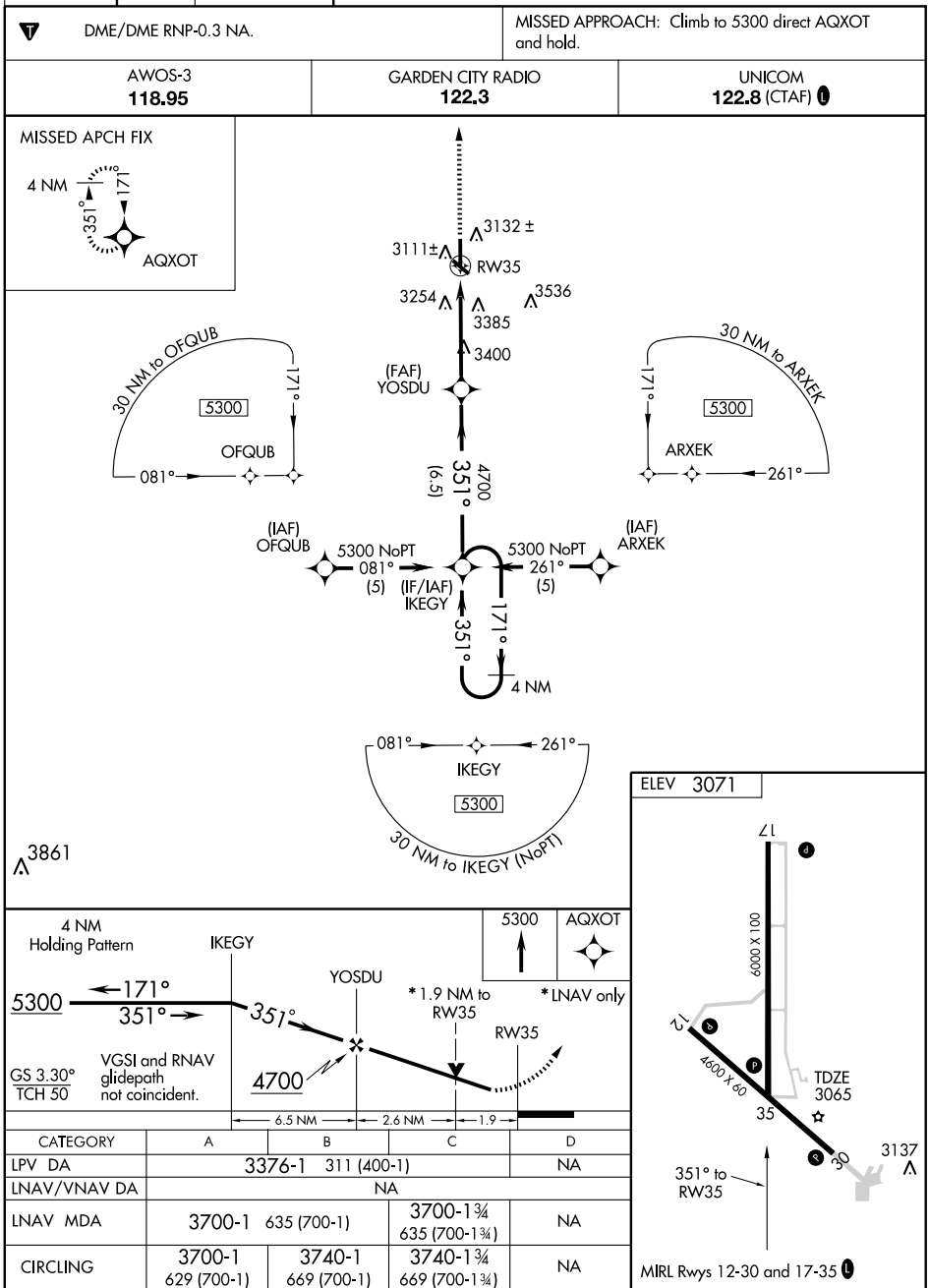


CATEGORY	A	B	C	D
LNAV MDA	3680-1 618 (700-1)	3680-1 618 (700-1)	3680-1½ 618 (700-1½)	NA
CIRCLING	3680-1 609 (700-1)	3740-1 669 (700-1)	3740-1¾ 669 (700-1¾)	NA

WAAS Ch <b>65616</b> <b>W35A</b>	APP CRS <b>351°</b>	Rwy Idg TDZE Apt Elev	<b>6000</b> <b>3065</b> <b>3071</b>
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# RNAV (GPS) RWY 35

ULYSSES (ULS)



**4 NM Holding Pattern**

IKEGY

YOSDU

5300

171°

351°

351°

4700

\* 1.9 NM to RW35

RW35

\* LNAV only

GS 3.30° TCH 50

VGSI and RNAV glidepath not coincident.

ELEV 3071

30 NM to OFQUB

5300

171°

081°

OFQUB

30 NM to ARXEK

5300

171°

261°

ARXEK

3111±

3132±

3254

3385

3400

3536

(FAF) YOSDU

4700

351°

(6-5)

5300 NoPT

081°

(5)

(IF/IAF) IKEGY

5300 NoPT

261°

(5)

171°

4 NM

081°

261°

IKEGY

5300

30 NM to IKEGY (NoPT)

3861

ULYSSES, KANSAS

Amdt 1 10210

37°36' N-101°22' W

ULYSSES (ULS)

# RNAV (GPS) RWY 35

**WASHINGTON CO MEM** (K38) 5 S UTC-6(-5DT) N39°44.01' W97°02.86'

1435 B FUEL 100LL NOTAM FILE ICT

RWY 17-35: H3400X60 (CONC) MIRL

RWY 17: Thld dslpld 220'. Road. RWY 35: P-line.

**AIRPORT REMARKS:** Unattended. Self-help credit card fueling avbl. 24 hr phone avbl for public use with phone card. ACTIVATE MIRL Rwy 17-35—CTAF.

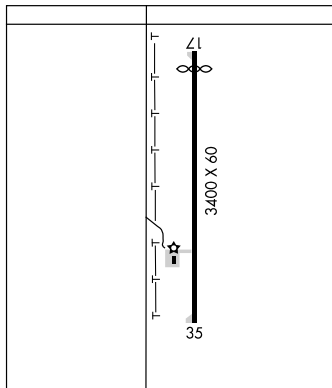
**COMMUNICATIONS:** CTAF 122.9

KANSAS CITY CENTER APP/DEP CON 127.35

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.

PAWNEE CITY (H) VORTAC 112.4 PWE Chan 71 N40°12.02'  
W96°12.38' 229° 47.9 NM to fld. 1360/5E. HIWAS.

MORRISON NDB (MHW) 212 DBX N39°45.70' W97°02.54' 182°  
1.7 NM to fld. NOTAM FILE ICT. Unusable byd 15 NM.



WICHITA  
L-101  
IAP

**WELLINGTON MUNI** (EGT) 3 N UTC-6(-5DT) N37°19.42' W97°23.30'

1277 B S4 FUEL 100LL, JET A NOTAM FILE ICT

RWY 17-35: H4201X100 (CONC) S-49, D-60 HIRL

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Road.

**AIRPORT REMARKS:** Attended 1400-2300Z+. For special requests call 620-326-5717. 100LL fuel 24 hr credit card service. For Jet-A fuel after hrs call 316-990-5807. ACTIVATE HIRL Rwy 17-35, REIL Rwy 17 and Rwy 35—CTAF. PAPI Rwy 17 and Rwy 35 are on 24 hrs.

**WEATHER DATA SOURCES:** AWOS-3 118.875 (620) 326-2470

**COMMUNICATIONS:** CTAF/UNICOM 122.8

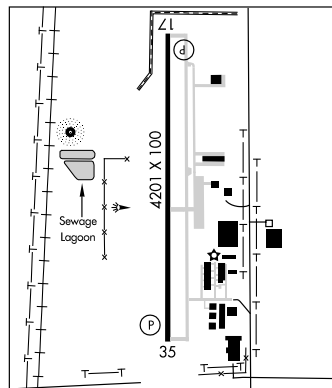
WICHITA APP/DEP CON 134.85

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

WICHITA (H) VORTACW 113.8 ICT Chan 85 N37°44.72'  
W97°35.03' 153° 26.9 NM to fld. 1471/7E.

HIWAS.

NDB (MHW) 414 EGT N37°19.42' W97°23.41' at fld.



WICHITA  
L-15D  
IAP

**WESTPORT** (See WICHITA)

**WESTPORT AUXILIARY** (See WICHITA)

**WHEATFIELD** N39°30.59' W101°02.86' NOTAM FILE ICT.

NDB (MHW) 408 JDM 171° 4.9 NM to Shalz fld.

WICHITA  
L-100  
IAP

NDB DBX <b>212</b>	APP CRS <b>185°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>1435</b>
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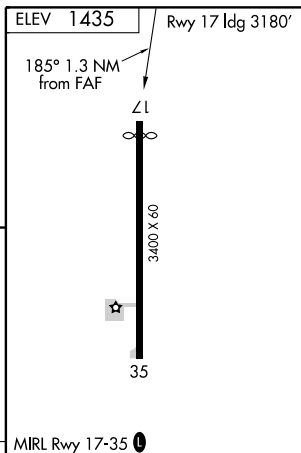
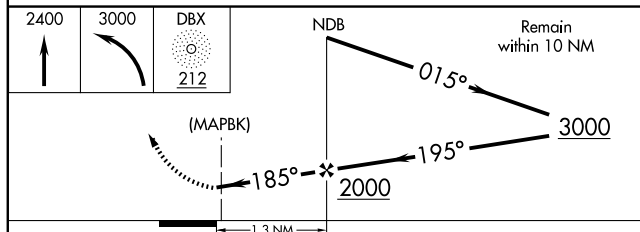
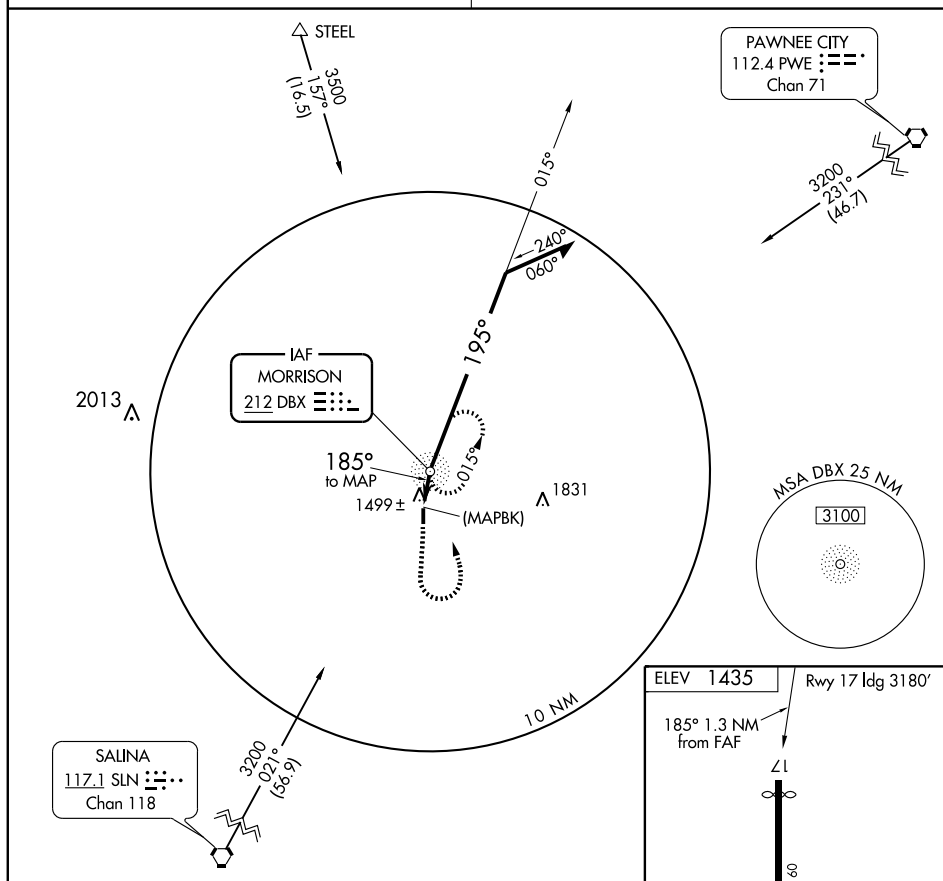


Use Concordia Blosser Muni altimeter setting; if not received, procedure not authorized.

MISSED APPROACH: Climb to 2400 then climbing left turn to 3000 direct DBX NDB and hold.

KANSAS CITY CENTER  
**127.35 257.975**

(CTAF) **122.9**



CATEGORY	A	B	C	D
CIRCLING	1940-1	505 (600-1)	1940-1½ 505 (600-1½)	NA

**WASHINGTON CO MEM** (K38) 5 S UTC-6(-5DT) N39°44.01' W97°02.86'

1435 B FUEL 100LL NOTAM FILE ICT

RWY 17-35: H3400X60 (CONC) MIRL

RWY 17: Thld dslpld 220'. Road. RWY 35: P-line.

**AIRPORT REMARKS:** Unattended. Self-help credit card fueling avbl. 24 hr phone avbl for public use with phone card. ACTIVATE MIRL Rwy 17-35—CTAF.

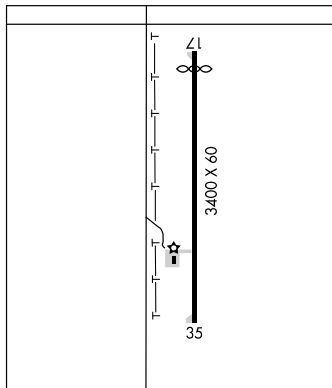
**COMMUNICATIONS:** CTAF 122.9

KANSAS CITY CENTER APP/DEP CON 127.35

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.

PAWNEE CITY (H) VORTAC 112.4 PWE Chan 71 N40°12.02'  
W96°12.38' 229° 47.9 NM to fld. 1360/5E. HIWAS.

MORRISON NDB (MHW) 212 DBX N39°45.70' W97°02.54' 182°  
1.7 NM to fld. NOTAM FILE ICT. Unusable byd 15 NM.



WICHITA  
L-101  
IAP

**WELLINGTON MUNI** (EGT) 3 N UTC-6(-5DT) N37°19.42' W97°23.30'

1277 B S4 FUEL 100LL, JET A NOTAM FILE ICT

RWY 17-35: H4201X100 (CONC) S-49, D-60 HIRL

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Road.

**AIRPORT REMARKS:** Attended 1400-2300Z+. For special requests call 620-326-5717. 100LL fuel 24 hr credit card service. For Jet-A fuel after hrs call 316-990-5807. ACTIVATE HIRL Rwy 17-35, REIL Rwy 17 and Rwy 35—CTAF. PAPI Rwy 17 and Rwy 35 are on 24 hrs.

**WEATHER DATA SOURCES:** AWOS-3 118.875 (620) 326-2470

**COMMUNICATIONS:** CTAF/UNICOM 122.8

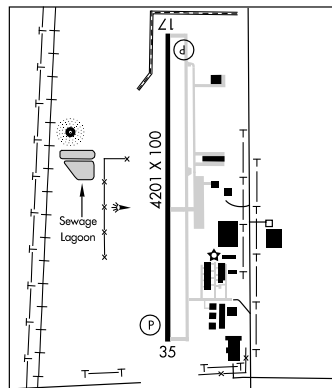
WICHITA APP/DEP CON 134.85

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

WICHITA (H) VORTACW 113.8 ICT Chan 85 N37°44.72'  
W97°35.03' 153° 26.9 NM to fld. 1471/7E.

HIWAS.

NDB (MHW) 414 EGT N37°19.42' W97°23.41' at fld.



WICHITA  
L-15D  
IAP

**WESTPORT** (See WICHITA)

**WESTPORT AUXILIARY** (See WICHITA)

**WHEATFIELD** N39°30.59' W101°02.86' NOTAM FILE ICT.

NDB (MHW) 408 JDM 171° 4.9 NM to Shalz fld.

WICHITA  
L-100  
IAP

NDB EGT <b>414</b>	APP CRS <b>349°</b>	Rwy Idg TDZE Apt Elev	<b>4201</b> <b>1277</b> <b>1277</b>
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# NDB RWY 35

WELLINGTON MUNI (EGT)

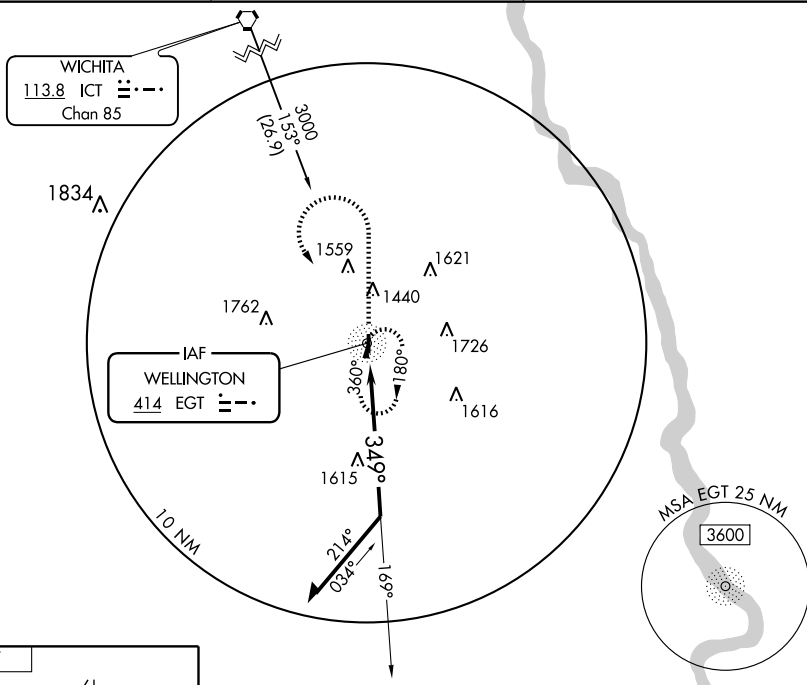
▼ Obtain local altimeter on CTAF; when not received, use Wichita Mid-Continent altimeter setting.  
▲ NA Procedure NA at night.

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct EGT NDB and hold.

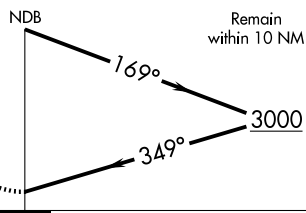
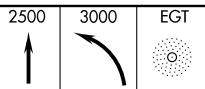
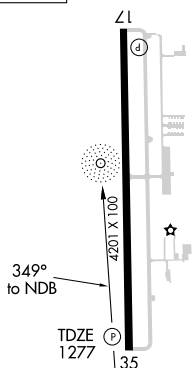
AWOS-3  
**118.875**

WICHITA APP CON  
**134.85 385.55**

UNICOM  
**122.8 (CTAF) 0**



ELEV 1277



CATEGORY	A	B	C	D
S-35	1980-1	703 (800-1)	1980-2 703 (800-2)	1980-2 1/4 703 (800-2 1/4)
CIRCLING	1980-1	703 (800-1)	1980-2 703 (800-2)	1980-2 1/4 703 (800-2 1/4)
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS				
S-35	2020-1 743 (800-1)	2020-1 1/4 743 (800-1 1/4)	2020-2 1/4 743 (800-2 1/4)	2020-2 1/2 743 (800-2 1/2)
CIRCLING	2020-1 743 (800-1)	2020-1 1/4 743 (800-1 1/4)	2020-2 1/4 743 (800-2 1/4)	2020-2 1/2 743 (800-2 1/2)

HIRL Rwy 17-35 0  
REIL Rws 17 and 35 0

WELLINGTON, KANSAS

Orig 10154

37°19'N - 97°23'W

WELLINGTON MUNI (EGT)

# NDB RWY 35

WAAS CH <b>93804</b> <b>W17A</b>	APP CRS <b>172°</b>	Rwy Idg TDZE Apt Elev	<b>4201</b> <b>1277</b> <b>1277</b>
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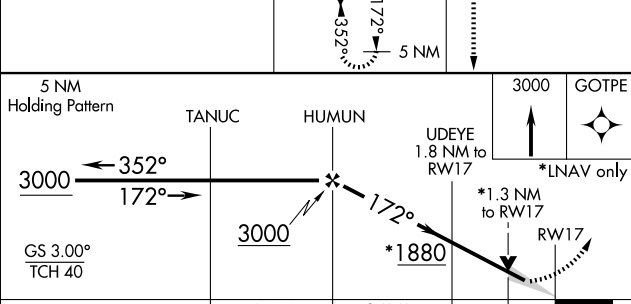
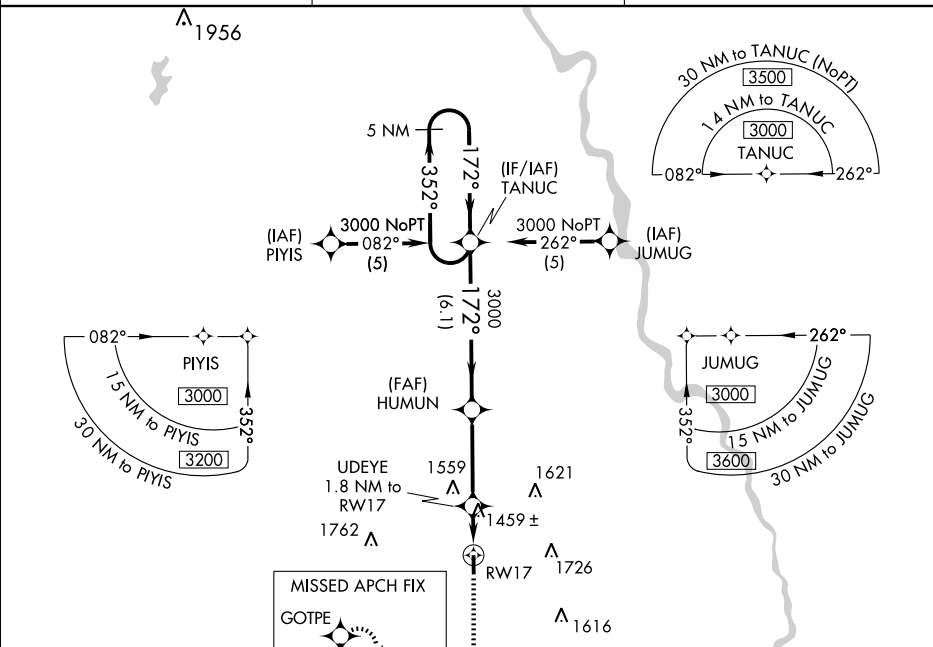
# RNAV (GPS) RWY 17

WELLINGTON MUNI (EGT)

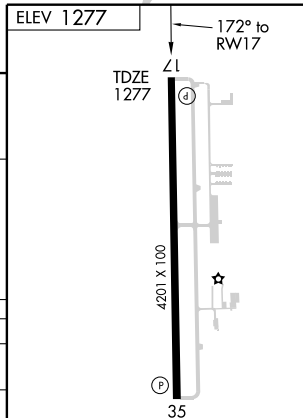
**Baro-VNAV NA** when using Wichita Mid-Continent altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). If local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase all DAs 54 feet and all MDAs 60 feet. VDP NA when using Wichita Mid-Continent altimeter setting.

**MISSED APPROACH:**  
Climb to 3000 direct  
GOTPE and hold.

AWOS-3 <b>118.875</b>	WICHITA APP CON <b>134.85 385.55</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	1527-1	250 (300-1)		
LNAV/VNAV DA	1763-1¾	486 (500-1¾)		
LNAV MDA	1720-1 443 (500-1)	1720-1¼ 443 (500-1¼)	1720-1½ 443 (500-1½)	
CIRCLING	1760-1 483 (500-1)	1760-1½ 483 (500-1½)	1840-2 563 (600-2)	





WAAS CH <b>70504</b> <b>W35A</b>	APP CRS <b>352°</b>	Rwy Idg <b>4201</b> TDZE <b>1277</b> Apt Elev <b>1277</b>
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RNAV (GPS) RWY 35  
WELLINGTON MUNI (EGT)

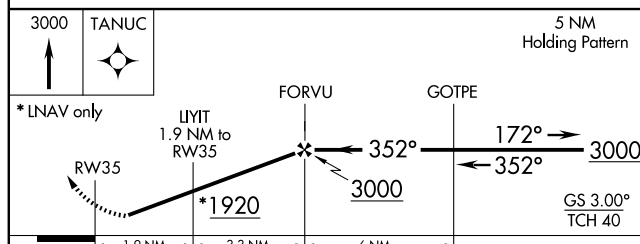
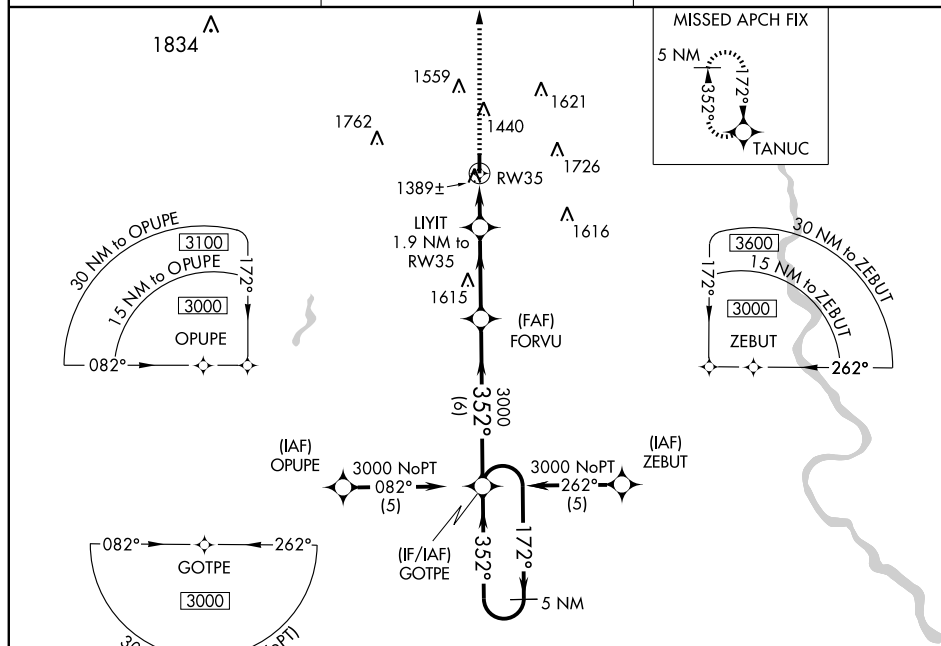
Baro-VNAV NA when using Wichita Mid-Continent altimeter setting. For uncompensated Baro-VNAV systems, UNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). When local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase all DAs 54 feet and all MDAs 60 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

**MISSED APPROACH:**  
Climb to 3000 direct  
TANUC and hold.

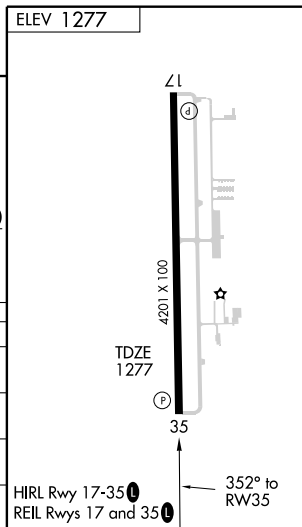


**A** NA

AWOS-3 <b>118.875</b>	WICHITA APP CON <b>134.85 385.55</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	1527-1 250 (300-1)			
LNAV/ VNAV DA	1659-1½ 382 (400-1½)			
LNAV MDA	1640-1 363 (400-1)			1640-1¼ 363 (400-1¼)
CIRCLING	1760-1 483 (500-1)	1760-1½ 483 (500-1½)	1840-2 563 (600-2)	



VOR/DME ICT <b><u>113.8</u></b> Chan <b>85</b>	APP CRS <b>152°</b>	Rwy Idg <b>4201</b> TDZE <b>1277</b> Apt Elev <b>1277</b>
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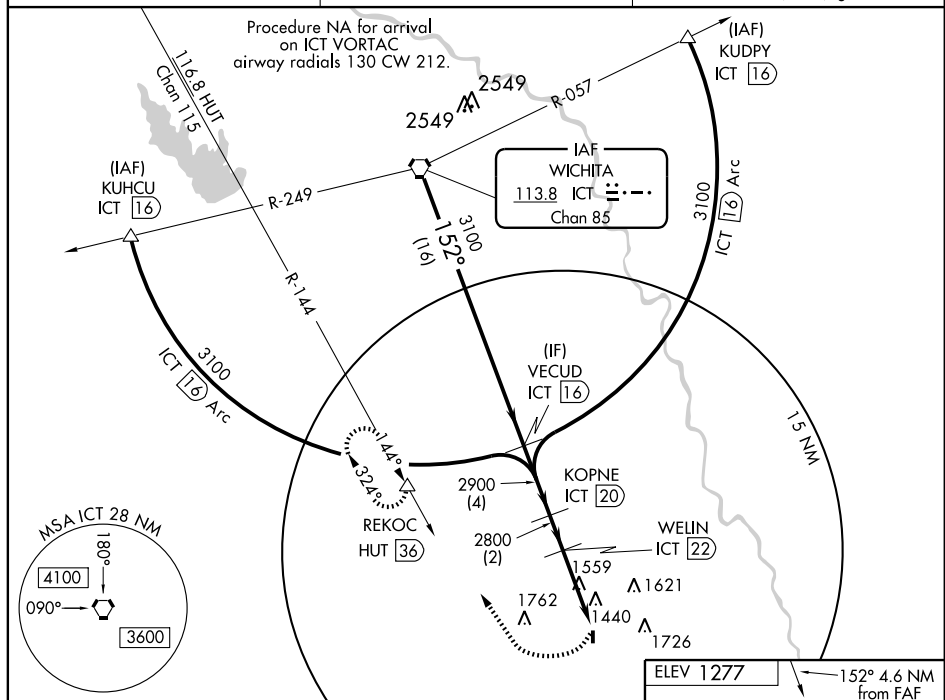
VOR/DME RWY 17  
WELLINGTON MUNI (EGT)

**T** Obtain local altimeter setting on CTAF; when not  
**A** NA received, use Wichita Mid-Continent altimeter setting.

**MISSED APPROACH:** Climbing right turn to 3300 via heading 290° and HUT VOR/DME R-144 to REKOC/HUT 36 DME and hold

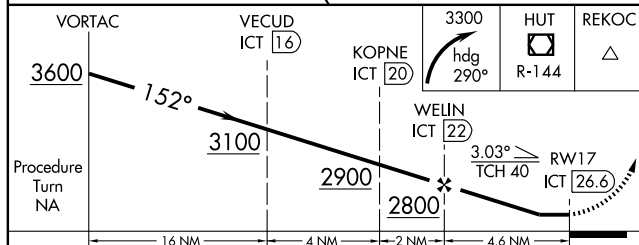
AWOS-3  
**118,875**

WICHITA APP CON  
**134.85 385.55**

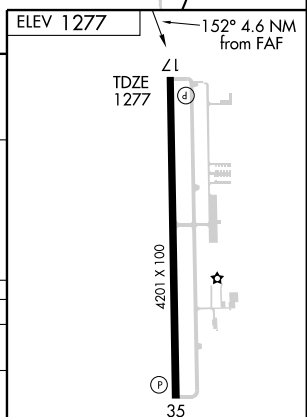
UNICOM  
122.8 (CTAF) **L**

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010



CATEGORY	A	B	C	D
S-17	2100-1 823 (900-1)	2100-1¼ 823 (900-1¼)	2100-2½ 823 (900-2½)	2100-2¾ 823 (900-2¾)
CIRCLING	2100-1 823 (900-1)	2100-1¼ 823 (900-1¼)	2100-2½ 823 (900-2½)	2100-2¾ 823 (900-2¾)
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS				
S-17	2160-1¼ 883 (900-1¼)		2160-2¾ 883 (900-2¾)	2160-3 883 (900-3)
CIRCLING	2160-1¼ 883 (900-1¼)		2160-2¾ 883 (900-2¾)	2160-3 883 (900-3)



WELLINGTON, KANSAS  
Amdt 2A 10154

37°19'N - 97°23'W

WELLINGTON MUNI (EGT)  
VOR/DME RWY 17

**COLONEL JAMES JABARA** (AAO) 9 NE UTC-6(-5DT) N37°44.86' W97°13.27'

WICHITA

1421 B S4 FUEL 100LL, JET A TPA-2221(800) NOTAM FILE AAO

H-5C, L-101, 15D

RWY 18-36: H6101X100 (CONC-GRVD) S-40, D-62 MIRL 0.3% up S

IAP

RWY 18: MALSR. PAPI(P4L)—GA 3.0° TCH 34'. Rgt tfc.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 45'.

**AIRPORT REMARKS:** Attended continuously. Be alert for military acft W of field at 3000'. VFR arrivals from E/SE ctc Beech twr on freq 126.8 for Beech Factory Arpt tfc advisories. Rwy 18 VFR depts make right downwind dep. CAUTION: Observe published tfc pats, Beech Factory Fld Rwy 18 final only one mile to the east. Migratory birds on and in/ov arpt. Due to rwy and twy end elevation differentials and acft height, pilots may lose line of sight of other acft on opposing rwy and twy ends. Noise sensitive areas to the south and west. PPR for acft carrying Class 1—Division 1.1, 1.2 or 1.3 explosives as defined by 49 CFR 173.50. ACTIVATE MIRL Rwy 18-36, MALSR Rwy 18, REIL Rwy 36—CTAF. PAPI Rwy 18 and Rwy 36 operate continuously.

**WEATHER DATA SOURCES:** ASOS 134.025 (316) 636-2541.

**COMMUNICATIONS:** CTAF/UNICOM 122.7 (CTAF used jointly with Beech

Factory arpt when Beech twr clsd)

② WICHITA APP/DEP CON 134.8

WICHITA CLNC DEL 125.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

WICHITA (H) VORTACW 113.8 ICT Chan 85 N37°44.72' W97°35.03' 082° 17.3 NM to fld. 1471/7E.

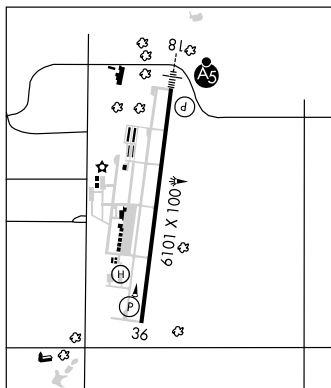
HIWAS.

ILS/DME 109.55 I-AAO Chan 32(Y) Rwy 18 ILS unmonitored.

• • • • •

HELIPAD H1: H50X50 (CONC) MIRL

HELIPORT REMARKS: Helipad H1 has perimeter lgts. ACTIVATE perimeter lgts—CTAF.



**RIVERSIDE** (K32) 5 NW UTC-6(-5DT) N37°44.77' W97°24.36'

WICHITA

1335 B S4 FUEL 100LL, MOGAS NOTAM FILE ICT

L-101, 15D

RWY 16-34: H3200X40 (ASPH) S-2 LIRL

RWY 16: P-line. RWY 34: Tree. Rgt tfc.

**AIRPORT REMARKS:** Attended 1400Z±-dusk. Rwy 16-34 NSTD thld lgts Rwy 34 consist of one red/green light on each side of rwy.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

WICHITA (H) VORTACW 113.8 ICT Chan 85 N37°44.72' W97°35.03' 083° 8.5 NM to fld. 1471/7E. HIWAS.

**WESTPORT** (71K) 3 SW UTC-6(-5DT) N37°38.86' W97°23.02'

WICHITA

1290 S4 FUEL 100LL NOTAM FILE ICT

RWY 17-35: H2520X30 (ASPH) S-3

RWY 17: Thld displcd 400'. Buildings. RWY 35: Rgt tfc.

**AIRPORT REMARKS:** Attended dalgt hours. Departures ctc Wichita twr on the glnd on frequency 125.7 for departure instructions. If unable—ctc twr on frequency 118.2 upon departure and remain east of the fld until communications are established. Rwy 17-35 has grass encroaching on rwy sides numerous surface cracks.

**COMMUNICATIONS:** CTAF 122.9

**WESTPORT AUXILIARY** (72K) 5 SW UTC-6(-5DT) N37°36.25' W97°21.54'

WICHITA

1270 NOTAM FILE ICT

RWY 17-35: 2550X50 (TURF)

RWY 17: P-line. RWY 35: Fence.

**AIRPORT REMARKS:** Unattended. Road crosses N end Rwy 17-35. Rwy 17-35 surface rough and bumpy.

**COMMUNICATIONS:** CTAF 122.9

LOC/DME I-AAO <u>109.55</u> Chan <b>032</b> (Y)	APP CRS <b>181°</b>	Rwy Idg <b>6101</b> TDZE <b>1414</b> Apt Elev <b>1421</b>
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## ILS or LOC/DME RWY 18

WICHITA/COLONEL JAMES JABARA (AAO)

**T** If local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase all DAs/MDAs 40 feet. VDP NA

**A** when using Wichita Mid-Continent altimeter setting.

MALSR

**MISSED APPROACH:** Climb to 1900 then climbing left turn to 3600 via ICT R-087 to YOHER / ICT 32.9 DME and hold.

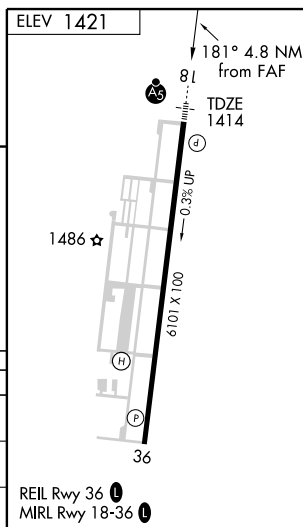
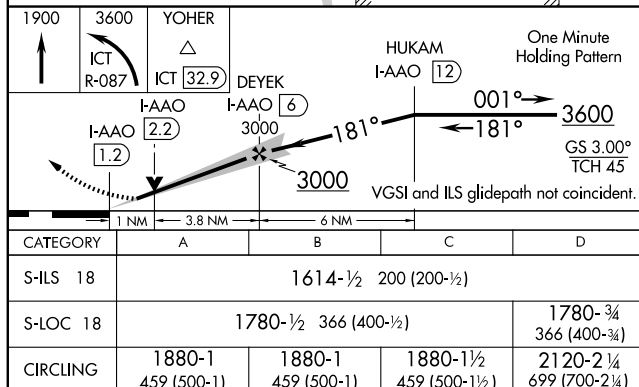
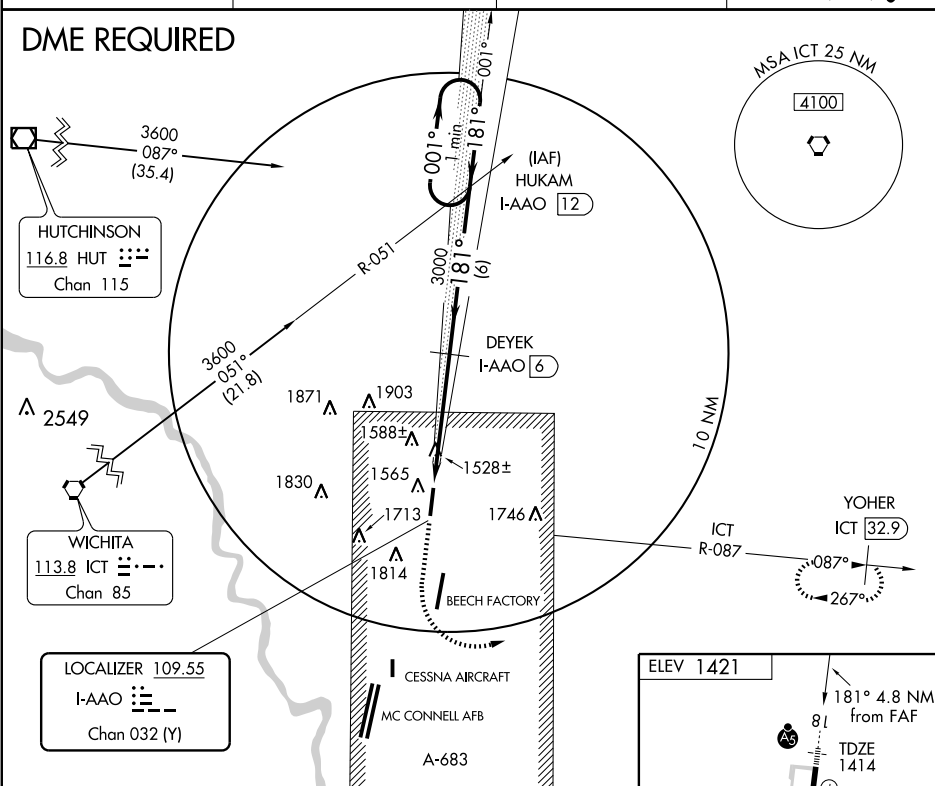
ASOS  
134.025

WICHITA APP CON  
134.8 269.1

CLNC DEL  
**125.0**

UNICOM  
122.7 (CTAF) **L**

## DME REQUIRED



WICHITA, KANSAS  
Orig-A 09183

37° 45' N-97° 13' W

WICHITA/COLONEL JAMES JABARA (AAO)

ILS or LOC/DME RWY 18

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

APP CRS <b>263°</b>	Rwy Idg TDZE Apt Elev	<b>6101</b> <b>NA</b> <b>1421</b>
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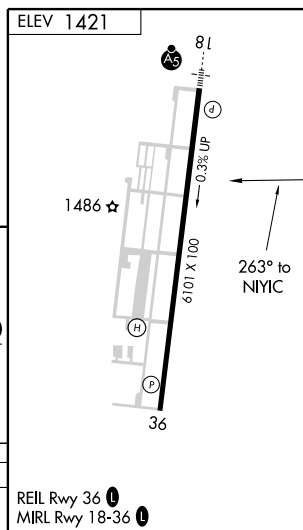
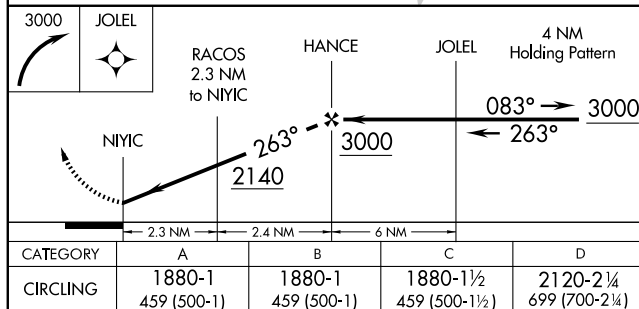
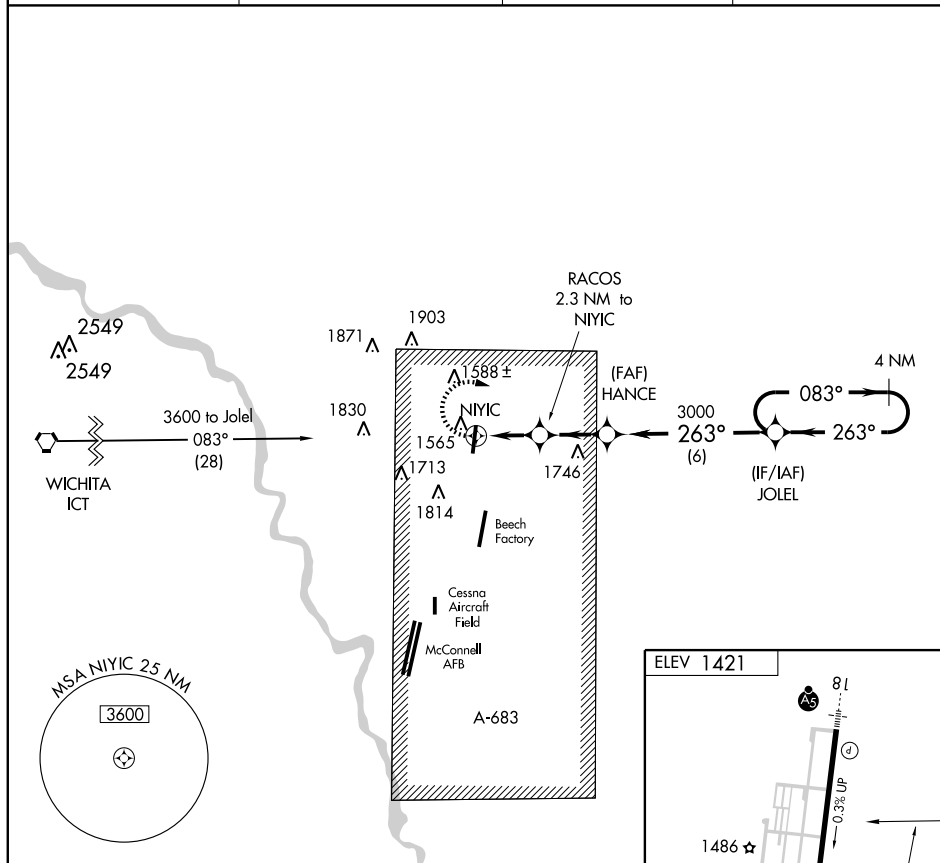
RNAV (GPS)-E

WICHITA/COLONEL JAMES JABARA (A.A.O.)

**▼** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase all MDAs 40 feet.

**MISSED APPROACH:** Climbing right turn to 3000 direct JOLEL and hold.

ASOS <b>134.025</b>	WICHITA APP CON <b>134.8 269.1</b>	CLNC DEL <b>125.0</b>	UNICOM <b>122.7 (CTAF)</b> <b>0</b>
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WICHITA, KANSAS

Orig-A 09183

WICHITA/COLONEL JAMES JABARA (A.A.O.)

37° 45' N-97° 13' W

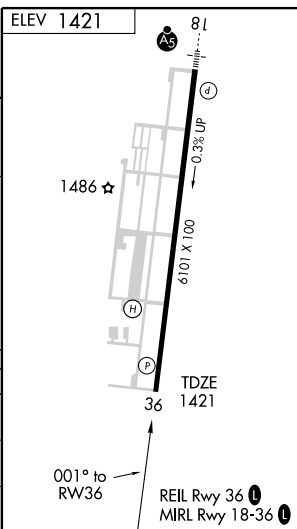
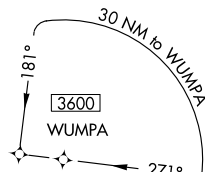
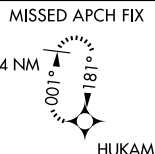
RNAV (GPS)-E



# RNAV (GPS) RWY 36

## WICHITA/COLONEL JAMES JABARA (AAO)

**MISSED APPROACH:** Climb to 3600 direct HUKAM and hold.

UNICOM  
122.7 (CTAF) 

CATEGORY	A	B	C	D
LPV DA	1740-1 319 (400-1)			
LNAB MDA	1960-1 539 (600-1)	1960-1½ 539 (600-1½)	1960-1¾ 539 (600-1¾)	
CIRCLING	1960-1 539 (600-1)	1960-1½ 539 (600-1½)	2120-2¼ 699 (700-2¼)	

WICHITA/COLONEL JAMES JABARA (AAO)  
RNAV (GPS) RWY 36

VORTAC ICT Chan <b>85</b>	APP CRS <b>262°</b>	Rwy Idg TDZE Apt Elev <b>1421</b>	N/A N/A <b>1421</b>
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**VOR-A**  
WICHITA/COLONEL JAMES JABARA (A.A.O)

▼ If local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 3000 via ICT R-082 to HANCE/ICT 22 DME/RADAR and hold.

ASOS  
**134.025**

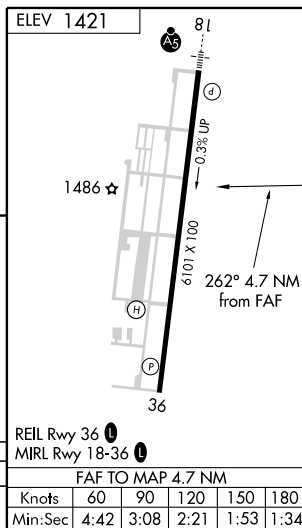
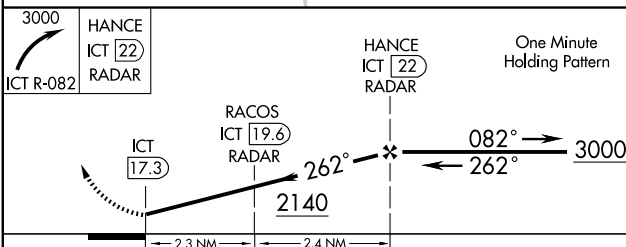
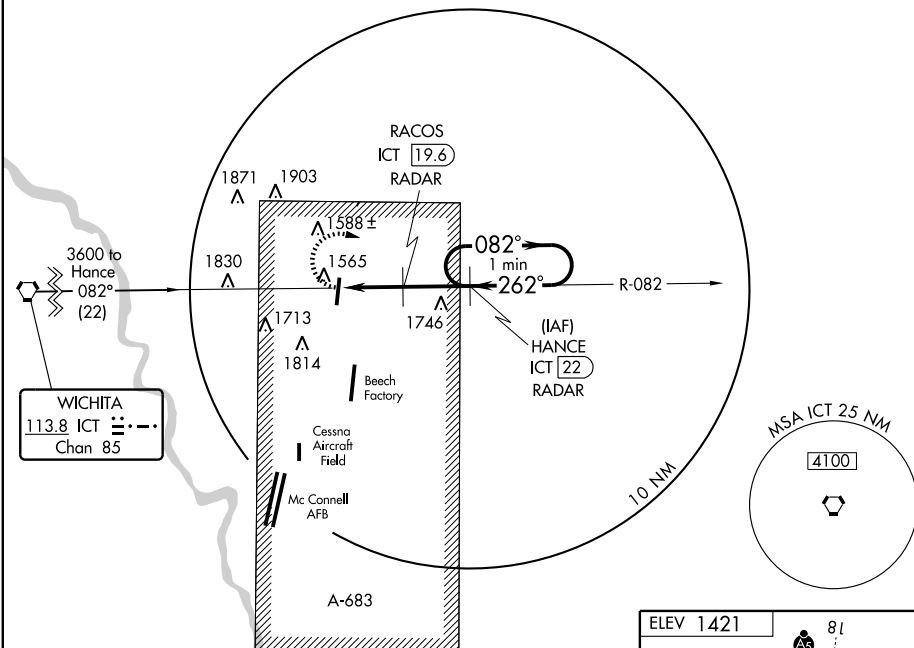
WICHITA APP CON  
**134.8 269.1**

CLNC DEL  
**125.0**

UNICOM  
**122.7 (CTAF) 0**

**DME or RADAR REQUIRED**

△ 2040



CATEGORY	A	B	C	D
CIRCLING	1880-1 459 (500-1)	1880-1 459 (500-1)	1880-1½ 459 (500-1½)	2120-2¼ 699 (700-2¼)

FAF TO MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



## WICHITA

**BEECH FACTORY** (BEC) 5 E UTC-6(-5DT) N37°41.67' W97°12.90'

1408 B FUEL 100LL, JET A NOTAM FILE ICT

RWY 18-36: H8000X100 (CONC) MIRL

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 45'.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Lgts. Rgt tfc. 0.5% up.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2330Z†. Fuel/parking unavl except 4 hrs PPR call 316-676-7140. When twr closed ctc security on UNICOM freq when clear of rwy. PPR for parking or taxiing west side of rwy. Deer, coyote and migratory water fowl on and in/ov arpt. Be alert Col James Jabara Apt 3 miles north 1/2 mile west of arpt. Arriving and departing acft maintain 2200' MSL within 5 miles of fld due to AFB tfc. Arrivals from the W enter the pattern E along 13th Street. When twr clsd ACTIVATE MIRL Rwy 18-36, REIL Rws 18 and 36-122.7.

**COMMUNICATIONS:** CTAF 122.7 (when Beech twr clsd) UNICOM 122.95

Ⓡ **WICHITA APP/DEP CON** 134.8

**WICHITA CLNC DEL** 125.0 (when Beech Factory twr clsd.)

**TOWER** 126.8 (Mon-Fri 1300-2330Z†.) **GND CON** 121.7

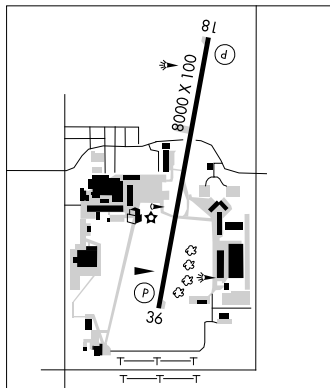
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

**WICHITA (H) VORTACW** 113.8 ICT Chan 85 N37°44.72'

W97°35.03' 093° 17.8 NM to fld. 1471/7E.

HIWAS.

**COMM/NAV/WEATHER REMARKS:** Twr hrs other times by NOTAM; check with FLIGHT SERVICES or Wichita App Con on freq 134.8. CTAF 122.7 used JOINTLY with Jabara arpt when Beech twr clsd.



**CESSNA ACFT FLD** (CEA) 4 SE UTC-6(-5DT) N37°38.92' W97°15.04'

1378 NOTAM FILE ICT

RWY 17-35: H3873X40 (ASPH)

RWY 17: Thld dspcd 150'. Road.

RWY 35: Thld dspcd 150'. Road. Rgt tfc.

**AIRPORT REMARKS:** Unattended. Acft ops should coordinate with McConnell AFB prior to arrival and departure—Control twr 127.25. Rwy 17R-35L used only by Cessna personnel, clsd to public.

**COMMUNICATIONS:** CTAF 122.9.

Ⓡ **WICHITA APP/DEP CON** 134.8

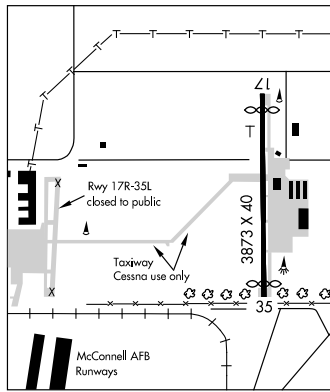
**CLNC DEL** 125.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

**WICHITA (H) VORTACW** 113.8 ICT Chan 85 N37°44.72'

W97°35.03' 103° 16.9 NM to fld. 1471/7E.

HIWAS.



WICHITA  
L-101, 15D  
IAP

APP CRS  
185°

Rwy Idg	<b>8000</b>
TDZE	<b>1408</b>
Apt Elev	<b>1408</b>

## RNAV (GPS) RWY 18

WICHITA/BEECH FACTORY (BEC)



**ANA**

Obtain local altimeter setting on CTAF; when not received, use Wichita Mid-Continent altimeter setting.  
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

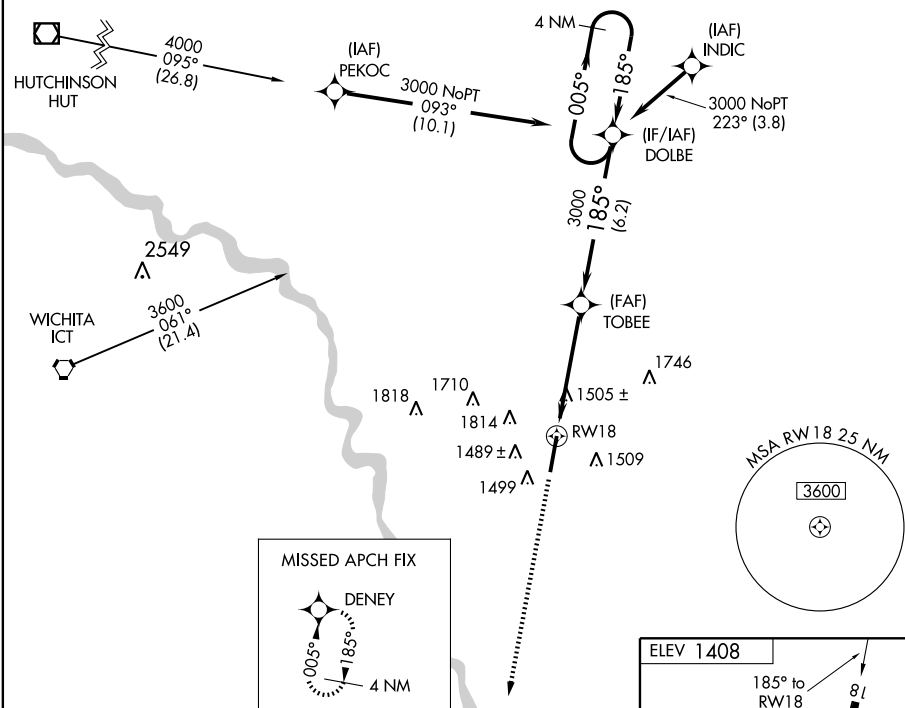
**MISSED APPROACH:** Climb to 3000 direct DENEY WP and hold.

WICHITA APP CON  
134.8 269.1

BEECH TOWER ★  
126.8 (CTAF) 313.6  
CTAF 122.7 (When tower closed)

GND CON  
**121.7**

CLNC DEL  
**125.0** (When tower closed)

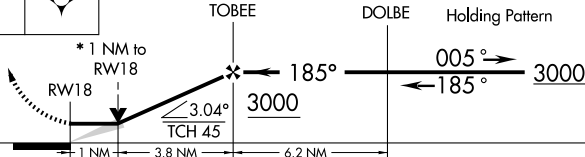
UNICOM  
122.95

3000

DENEY

\* VDP NA with Wichita Mid-Continent altimeter setting.

4 NM  
olding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1760-1 352 (400-1)			1760-1¼ 352 (400-1¼)
CIRCLING	1800-1 392 (400-1)	1860-1 452 (500-1)	1980-1½ 572 (600-1½)	2120-2¼ 712 (800-2¼)
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS				
LNAV MDA	1800-1 392 (400-1)			1800-1¼ 392 (400-1¼)
CIRCLING	1840-1 432 (500-1)	1860-1 452 (500-1)	2020-1¾ 612 (700-1¾)	2160-2½ 752 (800-2½)

ELEV 1408

185° to  
RW18

81

ⓓ TDZE  
1408

RW18 8.

1

88

11 X 00

TWR  
1.437

1437

11

$p \rightarrow$

5% U

(P) O

36

-36 **L**

and 36 **L**

WICHITA, KANSAS

Orig-A 08101

WICHITA / BEECH FACTORY (BEC)

RNAV (GPS) RWY 18

37° 42' N-97° 13' W

NC-2. 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

APP CRS <b>005°</b>	Rwy Idg TDZE Apt Elev	<b>8000</b> <b>1386</b> <b>1408</b>
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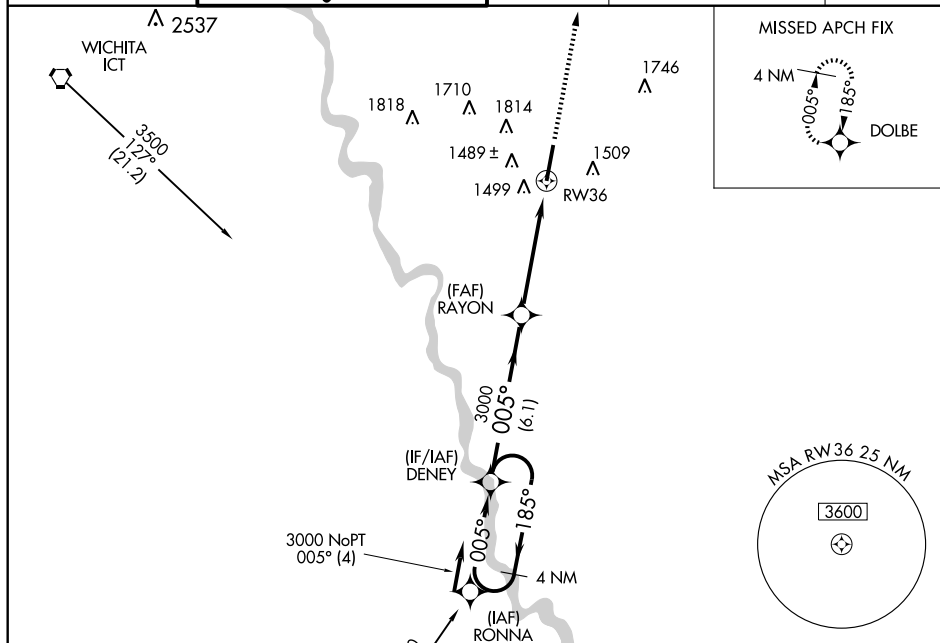
**RNAV (GPS) RWY 36**

WICHITA/ BEECH FACTORY (BEC)

▼ Obtain local altimeter setting on CTAF; when not received, use  
 ▲ NA Wichita Mid-Continent altimeter setting.  
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct DOLBE WP and hold.

WICHITA APP CON <b>134.8 269.1</b>	BEECH TOWER ★ <b>126.8 (CTAF) 313.6</b> CTAF <b>122.7</b> (When tower closed)	GND CON <b>121.7</b>	CLNC DEL <b>125.0</b> (When tower closed)	UNICOM <b>122.95</b>
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4 NM Holding Pattern 3000 ← 185° → 005° * VDP NA with Wichita Mid-Continent altimeter setting.				
6.1 NM 3.6 NM 1.3 NM				
CATEGORY	A	B	C	D
LNAV MDA	1840-1	454 (500-1)	1840-1¼ 454 (500-1¼)	1840-1½ 454 (500-1½)
CIRCLING	1840-1 432 (500-1)	1860-1 452 (500-1)	1980-1½ 572 (600-1½)	2120-2¼ 712 (800-2¼)
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS				
LNAV MDA	1880-1	494 (500-1)	1880-1¼ 494 (500-1¼)	1880-1½ 494 (500-1½)
CIRCLING	1880-1	472 (500-1)	2020-1¾ 612 (700-1¾)	2160-2½ 752 (800-2½)

WICHITA, KANSAS

Orig-B 08269

37° 42' N-97° 13' W

WICHITA/ BEECH FACTORY (BEC)

**RNAV (GPS) RWY 36**

VORTAC ICT <b>113.8</b> Chan <b>85</b>	APP CRS <b>273°</b>	Rwy Idg <b>N/A</b> TDZE <b>N/A</b> Apt Elev <b>1408</b>
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VOR-B

WICHITA/BEECH FACTORY (BEC)

**T** Obtain local altimeter setting on CTAF; when not received use Wichita Mid-Continent altimeter setting.

**A** NA

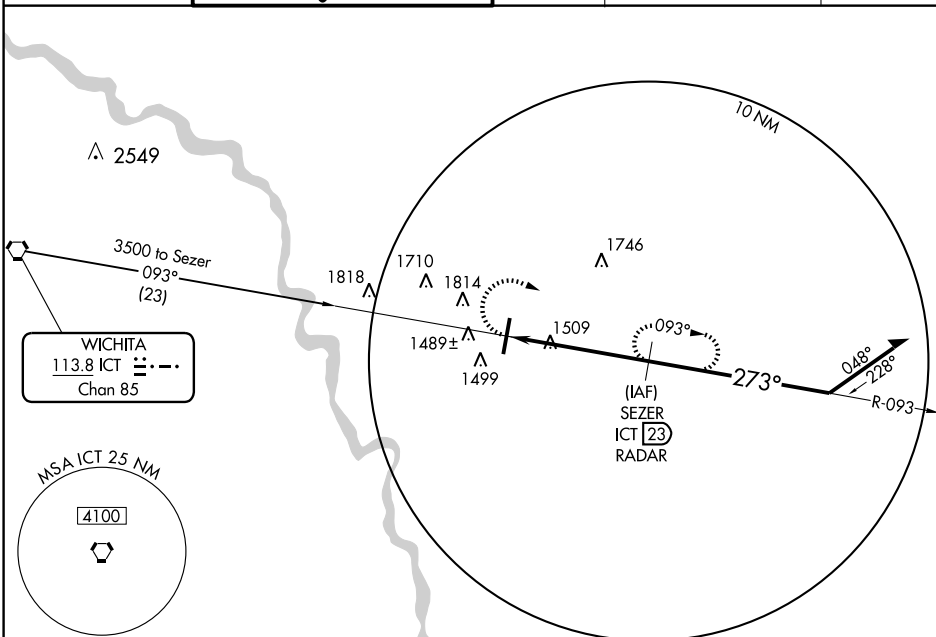
**MISSED APPROACH:** Climbing right turn to 3000 via ICT VORTAC R-093 to SEZER 23 DME/RADAR and hold.

WICHITA APP CON  
134.8 269.1

BEECH TOWER ★  
126.8 (CTAF) 313.6  
CTAF 122.7 (When tower closed)

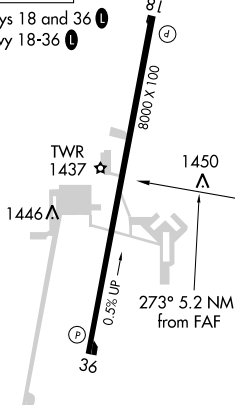
GND CON  
**121.7**

CLNC DEL  
**125.0** (When tower closed)

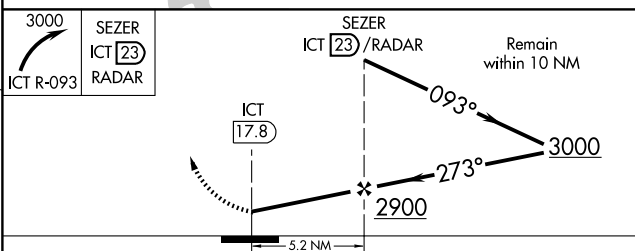
UNICOM  
122.95

ELEV	1408
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REIL Rwy 18 and 36 **L**  
MIRL Rwy 18-36 **L**



RADAR or DME REQUIRED



CATEGORY	A	B	C	D
CIRCLING	1820-1 412 (500-1)	1860-1 452 (500-1)	1980-1½ 572 (600-1½)	2120-2¼ 712 (800-2¼)
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS				
CIRCLING	1860-1 452 (500-1)		2020-1¾ 612 (700-1¾)	2160-2½ 752 (800-2½)

WICHITA, KANSAS  
Amdt 3 08101

37° 42' N-97° 13' W

WICHITA/BEECH FACTORY (BEC)

VOR-B

**NC-2, 23 SEP 2010 to 21 OCT 2010**

NC-2. 23 SEP 2010 to 21 OCT 2010

VORTAC ICT  
Chan **85**

APP CRS  
**184°**

Rwy ldg  
TDZE **1408**  
Apt Elev **1408**

# VOR/DME RNAV RWY 18

WICHITA/BEECH FACTORY (BEC)

▼ Obtain local altimeter setting on CTAF; when not received use Wichita Mid-Continent altimeter setting.

▲ NA

MISSED APPROACH: Climb to 3000 direct CMPNY WP and hold.

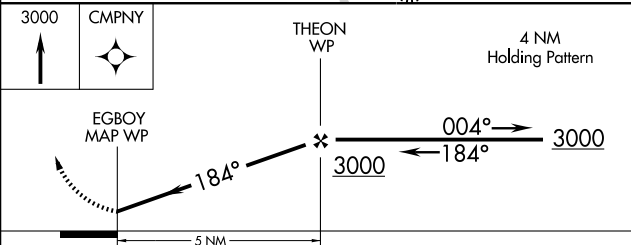
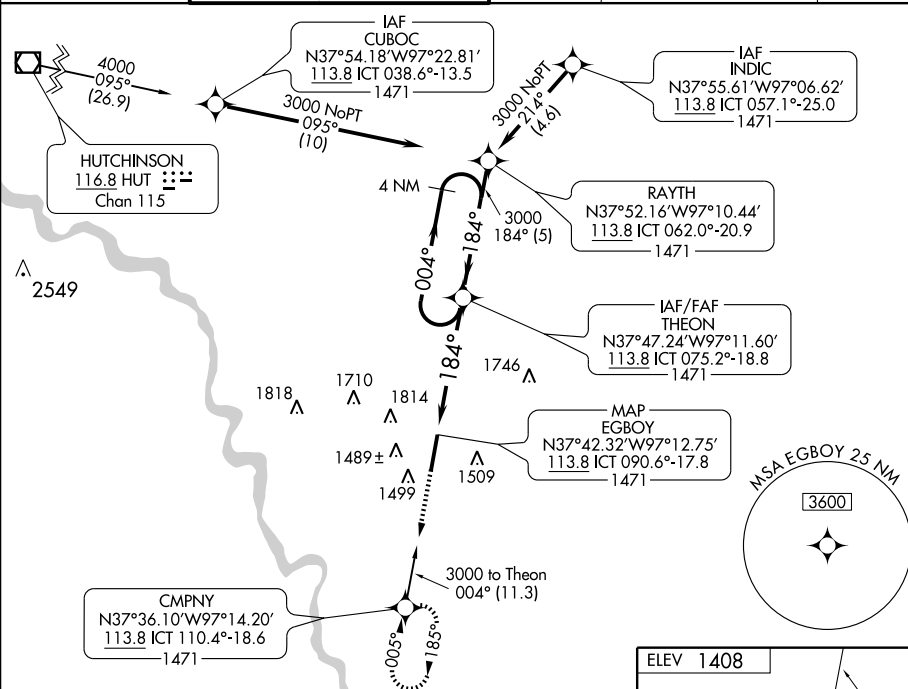
WICHITA APP CON  
**134.8 269.1**

BEECH TOWER ★  
**126.8** (CTAF) **313.6**  
CTAF **122.7** (When tower closed)

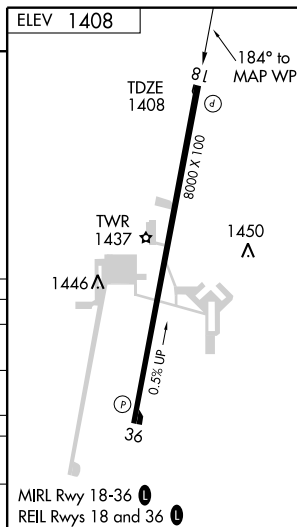
GND CON  
**121.7**

CLNC DEL  
**125.0** (When tower closed)

UNICOM  
**122.95**



CATEGORY	A	B	C	D
S-18	1940-1	532 (600-1)	1940-1½ 532 (600-1½)	1940-1¾ 532 (600-1¾)
CIRCLING	1940-1	532 (600-1)	1980-1½ 572 (600-1½)	2120-2¼ 712 (800-2¼)
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS				
S-18	1960-1	552 (600-1)	1960-1¾ 552 (600-1¾)	1960-1¾ 552 (600-1¾)
CIRCLING	1960-1	552 (600-1)	2020-1¾ 612 (700-1¾)	2160-2½ 752 (800-2½)



VORTAC ICT  
**113.8**  
Chan **85**

APP CRS  
**004°**

Rwy Idg  
TDZE **1386**  
Apt Elev **1408**

# VOR/DME RNAV RWY 36

WICHITA/BEECH FACTORY (BEC)

Obtain local altimeter setting on CTAF; when not received use Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climb to 3000 direct THEON WP and hold.

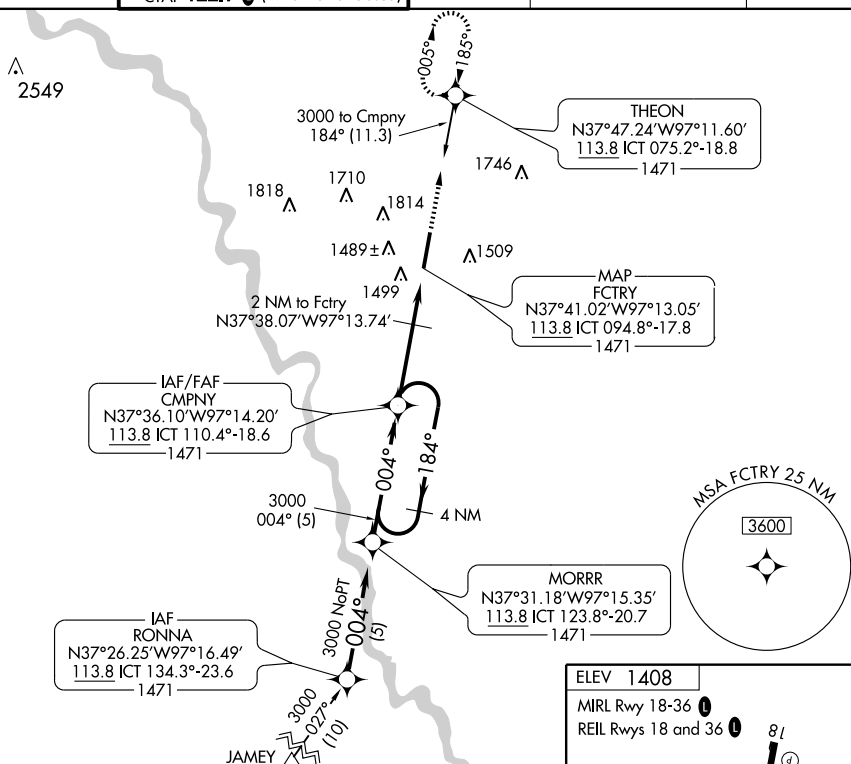
WICHITA APP CON  
**134.8 269.1**

BEECH TOWER ★  
**126.8 (CTAF) 313.6**  
CTAF **122.7** (When tower closed)

GND CON  
**121.7**

CLNC DEL  
**125.0** (When tower closed)

UNICOM  
**122.95**



4 NM  
Holding Pattern

3000 ← 184° → 3000  
004°

\*2100 when using Wichita  
Mid-Continent altimeter setting.

CMPNY

WP

2 NM from

MAP WP

3000

THEON

FCTRY

MAP WP

\*2060

3 NM

2 NM

CATEGORY

A

B

C

D

S-36

1880-1

494 (500-1)

1880-1 ¼

494 (500-1 ¼)

1880-1 ½

494 (500-1 ½)

CIRCLING

1880-1

472 (500-1)

1980-1 ½

572 (600-1 ½)

2120-2 ¼

712 (800-2 ¼)

## WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS

S-36

1920-1

534 (600-1)

1920-1 ¾

534 (600-1 ¾)

1920-1 ¾

534 (600-1 ¾)

CIRCLING

1920-1

512 (600-1)

2020-1 ¾

612 (700-1 ¾)

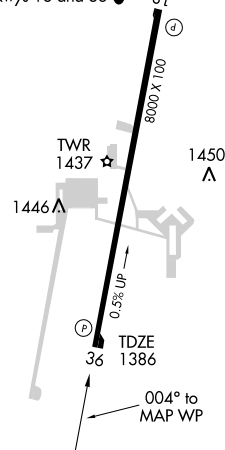
2160-2 ½

752 (800-2 ½)

ELEV 1408

MIRL Rwy 18-36

REIL Rws 18 and 36



## WICHITA

**BEECH FACTORY** (BEC) 5 E UTC-6(-5DT) N37°41.67' W97°12.90'

1408 B FUEL 100LL, JET A NOTAM FILE ICT

RWY 18-36: H8000X100 (CONC) MIRL

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 45'.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Lgts. Rgt tfc. 0.5% up.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2330Z†. Fuel/parking unavl except 4 hrs PPR call 316-676-7140. When twr closed ctc security on UNICOM freq when clear of rwy. PPR for parking or taxiing west side of rwy. Deer, coyote and migratory water fowl on and in/ov arpt. Be alert Col James Jabara Apt 3 miles north 1/2 mile west of arpt. Arriving and departing acft maintain 2200' MSL within 5 miles of fld due to AFB tfc. Arrivals from the W enter the pattern E along 13th Street. When twr clsd ACTIVATE MIRL Rwy 18-36, REIL Rws 18 and 36-122.7.

**COMMUNICATIONS:** CTAF 122.7 (when Beech twr clsd) UNICOM 122.95

Ⓡ WICHITA APP/DEP CON 134.8

WICHITA CLNC DEL 125.0 (when Beech Factory twr clsd.)

TOWER 126.8 (Mon-Fri 1300-2330Z†.) GND CON 121.7

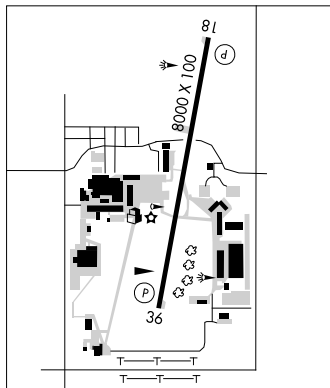
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

WICHITA (H) VORTACW 113.8 ICT Chan 85 N37°44.72'

W97°35.03' 093° 17.8 NM to fld. 1471/7E.

HIWAS.

**COMM/NAV/WEATHER REMARKS:** Twr hrs other times by NOTAM; check with FLIGHT SERVICES or Wichita App Con on freq 134.8. CTAF 122.7 used JOINTLY with Jabara arpt when Beech twr clsd.



**CESSNA ACFT FLD** (CEA) 4 SE UTC-6(-5DT) N37°38.92' W97°15.04'

1378 NOTAM FILE ICT

RWY 17-35: H3873X40 (ASPH)

RWY 17: Thld dspcd 150'. Road.

RWY 35: Thld dspcd 150'. Road. Rgt tfc.

**AIRPORT REMARKS:** Unattended. Acft ops should coordinate with McConnell AFB prior to arrival and departure—Control twr 127.25. Rwy 17R-35L used only by Cessna personnel, clsd to public.

**COMMUNICATIONS:** CTAF 122.9.

Ⓡ WICHITA APP/DEP CON 134.8

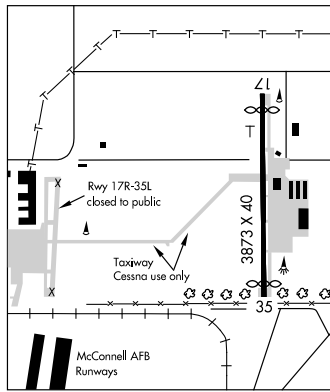
CLNC DEL 125.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

WICHITA (H) VORTACW 113.8 ICT Chan 85 N37°44.72'

W97°35.03' 103° 16.9 NM to fld. 1471/7E.

HIWAS.



WICHITA  
L-101, 15D  
IAP

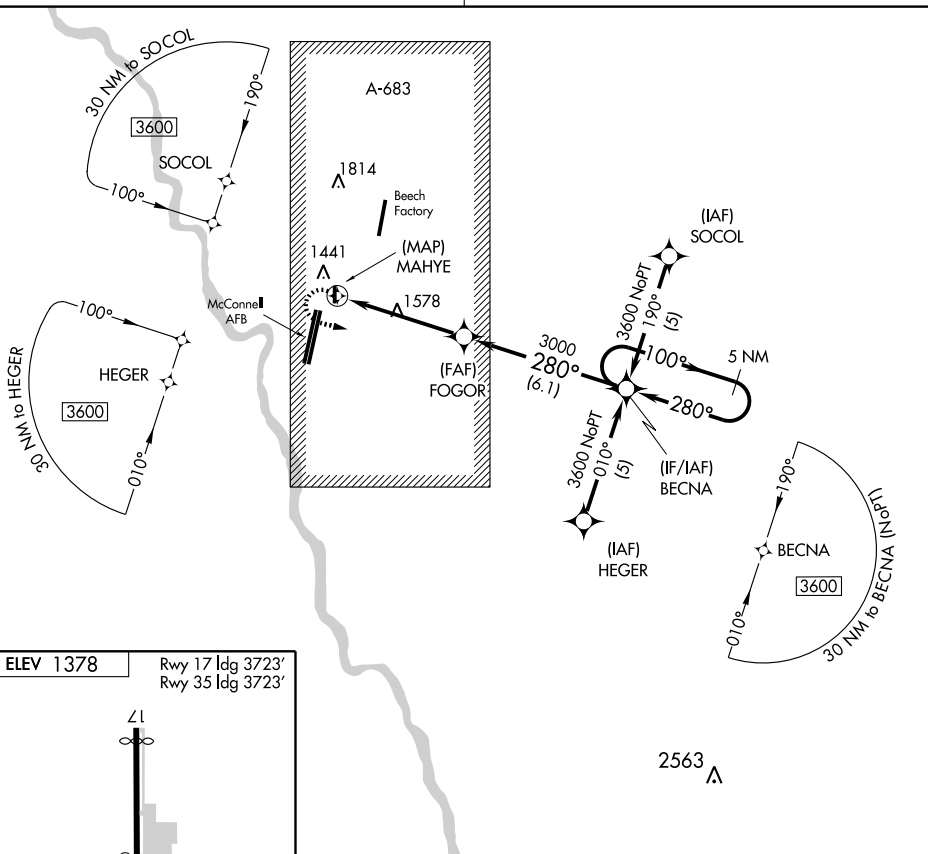
APP CRS  
**280°**Rwy ldg  
TDZE  
Apt Elev  
**N/A**  
**N/A**  
**1378****RNAV (GPS) -D**

WICHITA/CESSNA AIRCRAFT FIELD (CEA)

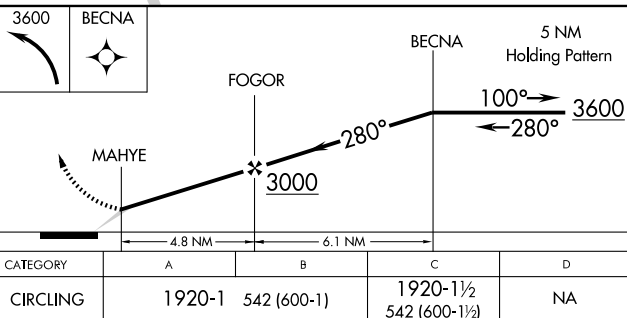
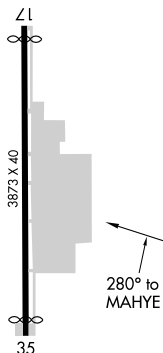


DME/DME RNP-0.3 NA. Procedure NA at night. Use Wichita Mid-Continent altimeter setting; when not received, use Colonel James Jabara altimeter setting.

MISSED APPROACH: Climbing left turn to 3600 direct BECNA and hold.

WICHITA APP CON  
**134.8 269.1**CTAF  
**122.9**

ELEV 1378

Rwy 17 ldg 3723'  
Rwy 35 ldg 3723'



VORTAC ICT <b>113.8</b> Chan <b>85</b>	APP CRS <b>283°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1378</b>
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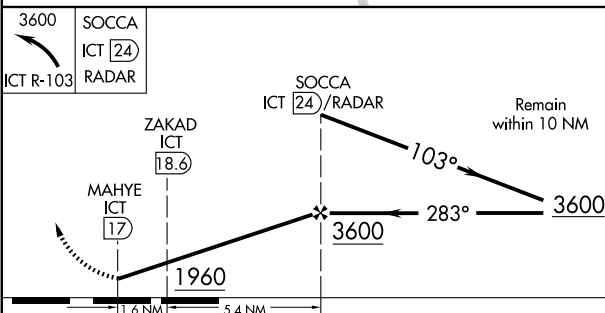
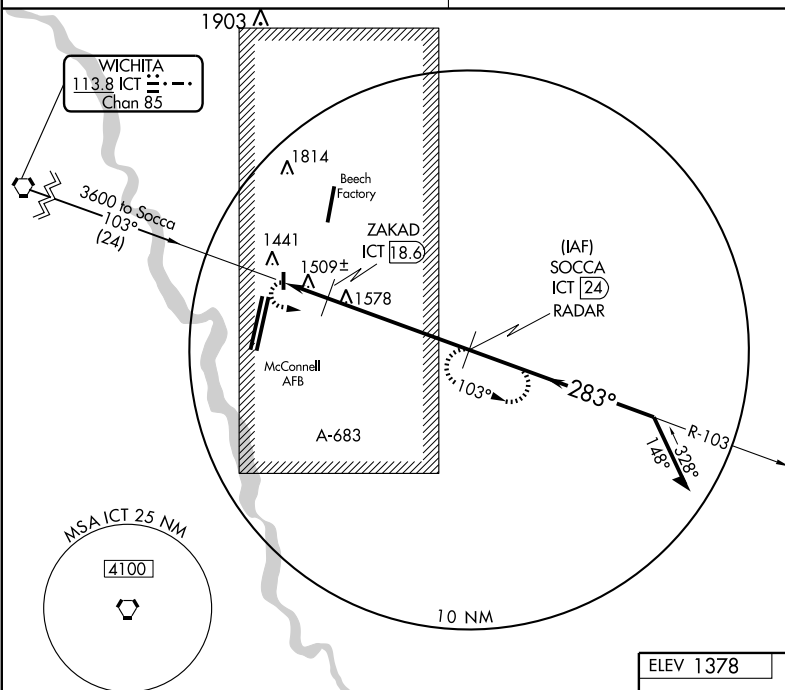
**VOR-C**  
WICHITA/CESSNA AIRCRAFT FIELD (CEA)

**NA** Use Wichita Mid-Continent altimeter setting.  
Procedure not authorized at night. DME or RADAR required.

**MISSED APPROACH:** Climbing left turn to 3600 via ICT R-103 to SOCCA 24 DME/RADAR and hold.

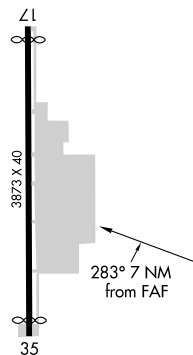
WICHITA APP CON  
**134.8 269.1**

CTAF  
**122.9**



CATEGORY	A	B	C	D
CIRCLING	1960-1	582 (600-1)	1960-1½ 582 (600-1½)	NA
ZAKAD FIX MINIMUMS				
CIRCLING	1840-1	462 (500-1)	1840-1½ 462 (500-1½)	NA

ELEV 1378 Rwy 17 Idg 3723'  
Rwy 35 Idg 3723'



FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

## AIRPORT DIAGRAM

AFD-453 [USAF]

WICHITA, KANSAS

ATIS ★  
124.65 269.9  
MC CONNELL TOWER  
127.25 291.775  
GND CON/CLNC DEL  
118.0 275.8

DECEMBER 2009  
ANNUAL RATE OF CHANGE  
0.1° W



M 101066

37°38'N

BOEING  
ACFT CO

37°37'N

200 x 400

ELEV 1337

HANGARS

ROW OF LIGHTED POLES

HANGARS

HANGARS

CONTROL TOWER

CONTROL TOWER

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**MCCONNELL AFB** (IAB)(KIAB) AF (AFRC ANG) 4 S UTC-6(-5DT)

N37°37.38' W97°16.04'

WICHITA

H-5C, L-101, 15D

DIAP, AD

1371 B AOE NOTAM FILE ICT Not insp.

**RWY 01L-19R:** H12000X200 (CONC) PCN 73 R/B/W/T HIRL

**RWY 01L:** ALSF1. AF OVRN. PAPI(P4L)—GA 3.0°. **RWY 19R:** ALSF1. PAPI(P4L)—GA 3.0°.

**RWY 01R-19L:** H12000X150 (PEM-GRVD) PCN 58 R/B/W/T HIRL

**RWY 01R:** SSALR. PAPI(P4L)—GA 3.0°. **RWY 19L:** ALSF1. PAPI(P4L)—GA 3.0°.

**MILITARY SERVICE:** LGT Rwy 01L-19R PAPI runway reference point not coincidental with ILS runway point of intercept.

**JASU 4(M32A-86) (MA-1A) (MC-1A) 2(MC-2A) 5(MD-4) 3(AM32-95) FUEL J8 FLUID LPOX**

**OIL O-133-148-156 SOAP.** SOAP svcs not avbl for transient acft. **TRAN ALERT** No priority basis. Limited tran

maintenance svc avbl weekdays 1300-0200Z, Sat 1300-2300Z, Sun 1300-2200Z, clsd holidays. Remain

overnight arrive no later than 30 minutes and gas and go arrival no later than 1 hr prior to tran alert closing. No

fleet svc avbl. No potable water svc. Limited de-icing of tran acft avbl. Tran maintenance not avbl outside

published hrs. Trans svc limited. Weapons/guns, arm/de-arm/safeing not avbl. Extremely limited parking.

Parking space, servicing and remain overnight cannot be assured without prior coordination DSN 743-3701,

C316-759-3701. Ground servicing not avbl when lightning within 5 NM.

**MILITARY REMARKS:** See FLIP AP/1 for BASH, wx restrictions, and Supplementary Arpt Information. **RSTD** PPR all acft except distinguished visitor code 6 or higher, AIREVAC, AMC and Special Air Mission missions. For all PPR but Boeing input, contact DSN743-3701 for PPR. For Boeing input, include scheduled moderate/maintenance input, contact Boeing flight ops C316-977-5304 for PPR. Inbound acft with distinguished visitor ctc Comd Post 20 min prior to estimated time of arrival with block time. Do not over fly munitions storage area 2500' east of midpoint Rwy 01R-19L. Rwy 01L-19R planned CLOSED for construction 10 Mar-10 Jun; Rwy 01R-19L planned CLOSED for construction 11 Jun-10 Sep, check NOTAMS for more details and changes. All inbound passenger/cargo acft must ctc Comd Post no later than 30 min prior to ldg. Ctc PTD/ATIS for current bird watch condition. Practice apch (VFR/IFR) restricted to KC-135 acft only 0400-1200Z. Acft carrying hazardous cargo rqr 24 hr prior notice. **BASH RESTRICTIONS** - Anytime bird watch condition MODERATE, VFR/IFR patterns will be closed to all aircraft and only initial takeoffs and final landings will be allowed provided arrival and departure routes avoid bird activity. In addition, during Phase II (1 Sep-28 Feb, unless extended by NOTAM) Bash window (1 hour prior to and 1 hour after sunrise and sunset) VFR/IFR patterns will be closed to all aircraft and only initial takeoffs and final landings will be allowed provided arrival and departure routes avoid bird activity. Anytime bird watch condition SEVERE, VFR/IFR patterns will be closed to all aircraft and all takeoffs and landings require approval of 22 OG/CC. Airborne aircraft other than IFE or min fuel will divert or hold until bird watch condition is downgraded. Aircraft requesting to land or takeoff in bird watch condition SEVERE will contact Command Post. **CAUTION** Acft may appear to be left of course when flying instrument apch to Rwy 01L in instrument meteorological conditions due to parallel Rwy 01R apch lgt. Rwy 01R-19L edge lgts located more than 10 feet from edge of usable rwy surface. First 1000' of Rwy 01R-19L are concrete, mid 10,000' is asphalt. The mid 9500' of rwy is grooved. **MISC** Command Post DSN 743-3251, C316-759-3251. B-52's flight planning into KIAB, check AP/1 for gnds ops restrictions. **ANG** KS ANG comd post DSN 743-7070/7071, C316-759-7070/7071. KS ANG OPS DSN 743-7187, C316-759-7187.

**COMMUNICATIONS:** SFA D-ATIS 124.65 269.9 PTD 372.2

(BOEING WICHITA RADIO 123.125)

Ⓡ **WICHITA APP CON** 126.7 353.5 (West of ICT) 134.8 269.1 (East of IAB at or blo 4000') 134.85 385.55 (East of IAB abv 4000')

**TOWER** 127.25 233.7 291.775 **GND CON** 118.0 275.8

Ⓡ **WICHITA DEP CON** 134.8 269.1 (at or blo 4000') 134.85 385.55 (abv 4000')

**COMD POST** 311.0 321.0 **BOEING GND CON** 266.025 **PMSV METRO** 375.2 Weather station operates Mon-Fri 0900-0300Z, weekend and holiday as rqr. Full svc PMSV avbl via 26 OWS. AWOS in use. Transient aircrews may ctc 26 OWS for a weather briefing DSN 781-4775 C318-456-4775. When possible, provide 2 hrs advance notice for all required briefings. **KS ANG OPS** 301.6

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IAB.

(L) **TACAN** Chan 112 IAB (116.5) N37°37.31' W97°16.09' at fld. 1374/7E. No NOTAM MP Wed 1300-1500Z (2000/3+1).

**TACAN** unusable:

030-160° byd 25 NM blo 4,000'

220°-300° byd 25 NM blo 7,000'

160°-220° byd 25 NM blo 5,500'

300°-030° byd 25 NM blo 5,500'

**ILS 111.1** I-IAB Rwy 01L. Localizer signal restricted to 25° either side of centerline. No NOTAM MP Tue 1300-1800Z (2000/3+1).

**ILS 109.9** I-CWX Rwy 19R.

LOC IAB 111.1	APCH CRS 005°	Rwy Idg 12,000
		TDZE 1346
		Arpt Elev 1371

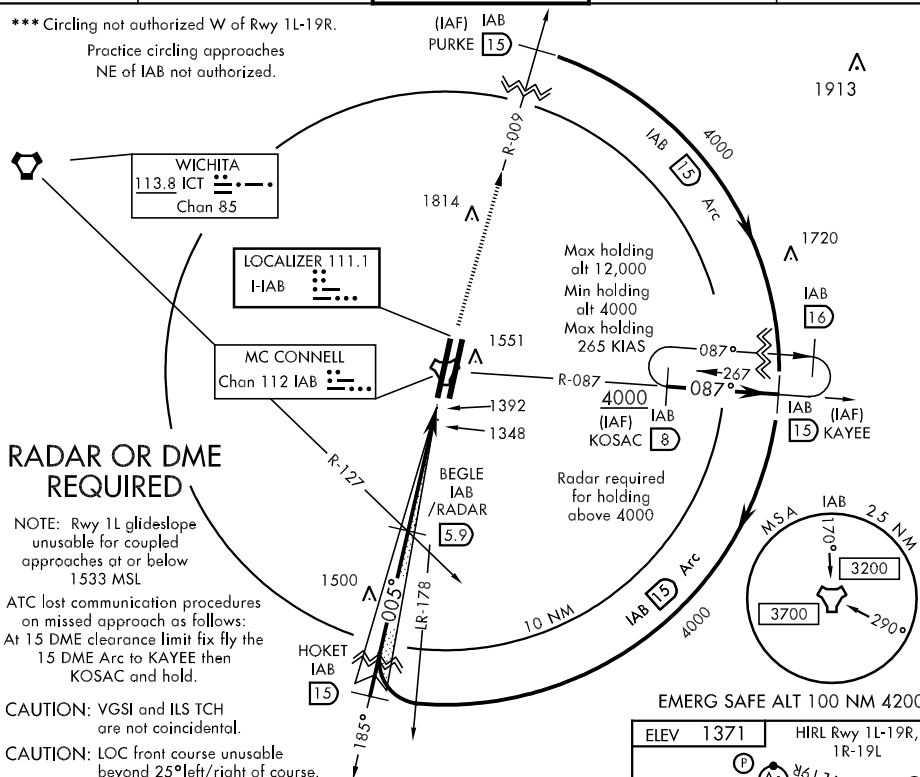
AL-453 [USAF]

MC CONNELL AFB (KIAB)

<b>▼</b> * When ALS inop, increase RVR to 40 and vis to ¾ mile. ** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.	<b>ALS F-1</b> 	<b>MISSED APPROACH:</b> Climb to 4000 via IAB TACAN R-009 to 15 DME (PURKE). Expect further clearance from ATC.
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<b>ATIS ★</b> <b>124.65 269.9</b>	<b>WICHITA APP CON</b> <b>134.8 269.1</b>	<b>MC CONNELL TOWER</b> <b>127.25 291.775</b>	<b>GND CON</b> <b>118.0 275.8</b>	<b>CLNC DEL</b> <b>118.0 275.8</b>
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\*\*\* Circling not authorized W of Rwy 1L-19R.

Practice circling approaches  
NE of IAB not authorized.

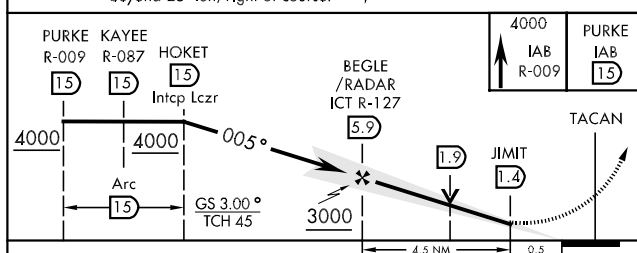
## RADAR OR DME REQUIRED

NOTE: Rwy 1L glideslope unusable for coupled approaches at or below 1533 MSL

ATC lost communication procedures on missed approach as follows:  
At 15 DME clearance limit fix fly the 15 DME Arc to KAYEE then KOSAC and hold.

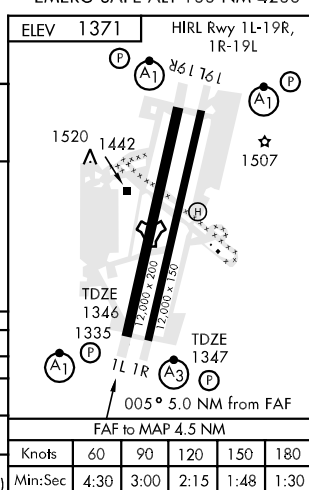
CAUTION: VGS I and ILS TCH are not coincidental.

CAUTION: LOC front course unusable beyond 25° left/right of course.



CATEGORY	A	B	C	D	E
S-ILS 1L *		1546/24	200	(200-½)	
S-LOC 1L **	1700/24	354 (400-½)	1700/40	354 (400-¾)	
SIDESTEP RWY 1R	1720/50	373 (400-1)	1720/60	373 (400-1¼)	
CIRCLING ***	1880-1	509 (600-1)	1880-1½	569 (600-2)	2180-2¾

EMERG SAFE ALT 100 NM 4200



LOC I-CWX <b>109.9</b>	APCH CRS <b>185°</b>	Rwy Idg <b>12,000</b> TDZE <b>1371</b> Arpt Elev <b>1371</b>
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AL-453 [USAF]

MC CONNELL AFB (KIAB)

**T** \* When ALS inop, increase RVR to 40 and vis to  $\frac{3}{4}$  mile.

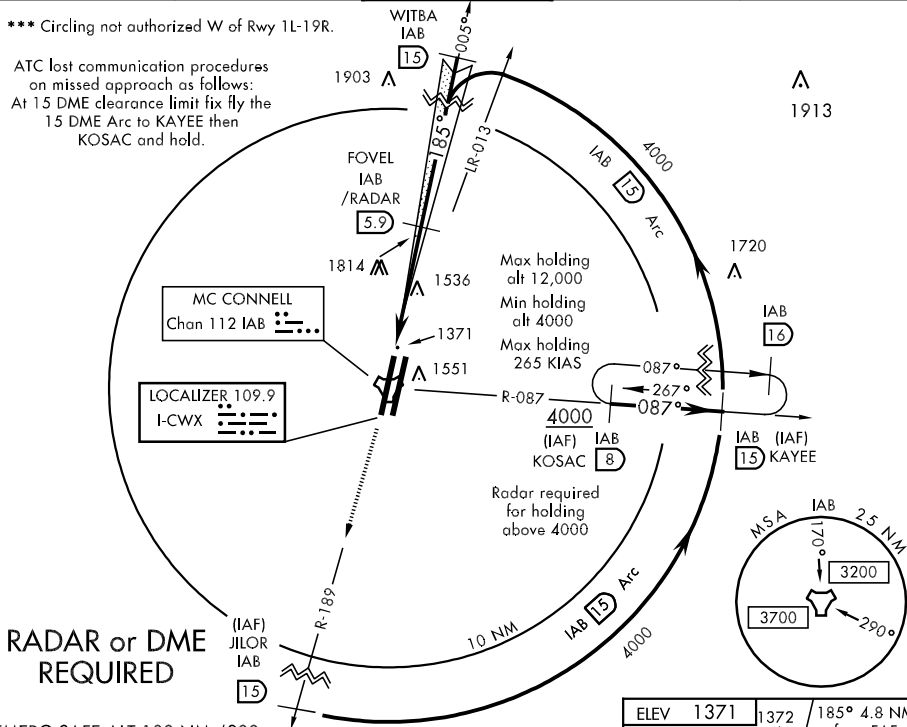
ALSF-1

**MISSED APPROACH:** Climb to 4000 via IAB TACAN R-189 to 15 DME (JILOR). Expect further clearance from ATC.

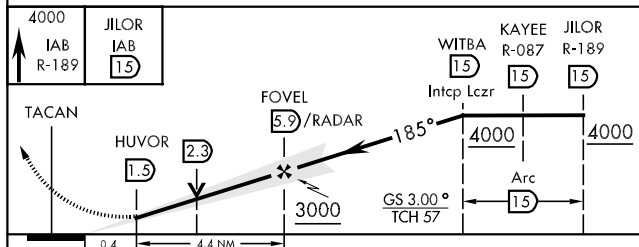
<p>ATIS ★</p> <p>124.65 269.9</p>	<p>WICHITA APP CON</p> <p>134.8 269.1</p>	<p>MC CONNELL TOWER</p> <p>127.25 291.775</p>	<p>GND CON</p> <p>118.0 275.8</p>	<p>CLNC DEL</p> <p>118.0 275.8</p>
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\*\*\* Circling not authorized W of Rwy 1L-19R.

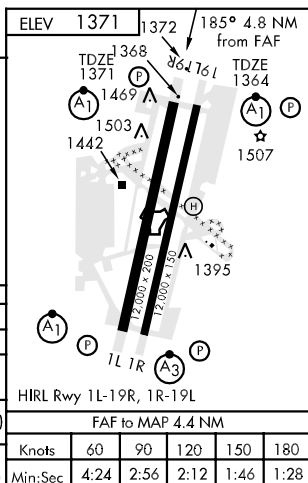
ATC lost communication procedures  
on missed approach as follows:  
At 15 DME clearance limit fix fly the  
15 DME Arc to KAYEE then  
KOSAC and hold.



EMERG SAFE ALT 100 NM 4200



CATEGORY	A	B	C	D	E
S-ILS 19R *	1571/24		200	(200-½)	
S-LOC 19R**	1820/24	449 (500-½)	1820/40 449 (500-¾)	1820/50	449 (500-1)
SIDESTEP RWY 19L	1820/50	456 (500-1)	1820/60 456 (500-1¼)	1820-1½	456 (500-1½)
CIRCLING***	1880-1	509 (600-1)	1880-1½ 509 (600-1½)	1940-2 569 (600-2)	2180-2¾ 809 (900-2¾)



WICHITA, KANSAS

37° 37'N-97° 16'W

MC CONNELL AFB (KIAB)


09351

ILS or LOC RWY 19R

TACAN IAB	APCH CRS	Rwy Idg	12,000
Chan 112	009°	TDZE	1346
		Arpt Elev	1371

AL-453 [USAF]

MC CONNELL AFB (KLAB)

<p>▼ * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1 1/4 miles.</p> <p>** Circling not authorized W of Rwy 1L-19R.</p>	<p>ALSF-1</p> 	<p>MISSED APPROACH: Climb to 4000 via IAB TACAN R-009 to 15 DME (PURKE). Expect further clearance from ATC.</p>
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ATIS ★  
124.65 269.9

WICHITA APP CON  
134.8 269.1

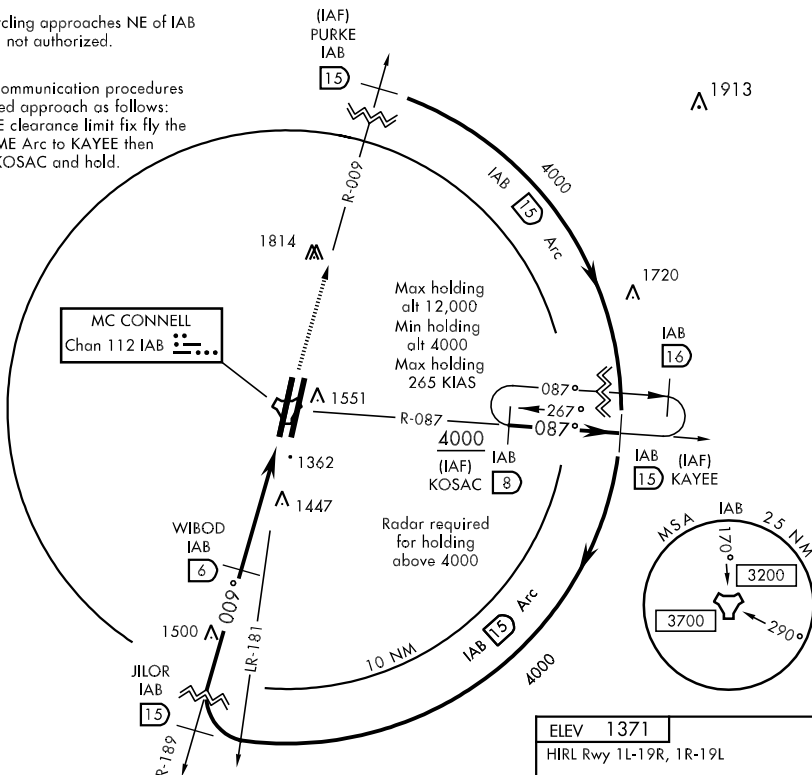
MC CONNELL TOWER  
127.25 291.775

GND CỌN  
118.0 275.8

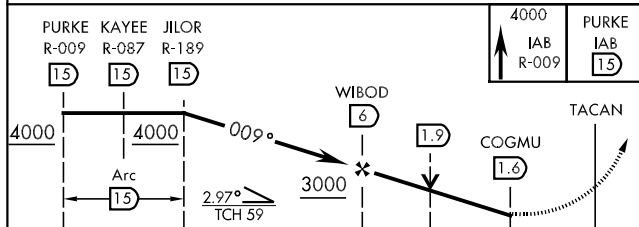
CLNC DEL  
**118.0 275.8**

Practice circling approaches NE of IAB  
not authorized.

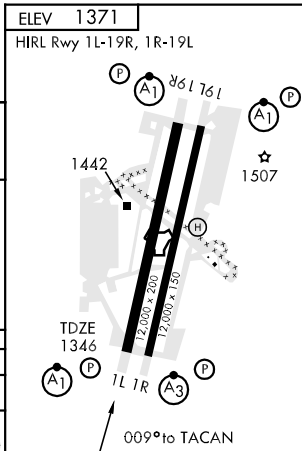
ATC lost communication procedures  
on missed approach as follows:  
At 15 DME clearance limit fix fly the  
15 DME Arc to KAYEE then  
KOSAC and hold.



EMERG SAFE ALT 100 NM 4200



CATEGORY	A	B	C	D	E
S-1L *	1720/24	374 (400-½)	1720/40	374 (400-¾)	
CIRCLING **	1880-1	509 (600-1)	1880-1½ 509 (600-1½)	1940-2 569 (600-2)	2180-2¾ 809 (900-2¾)



WICHITA, KANSAS

37°37'N-97°16'W

MC CONNELL AFB (KIAB)

Orig 10154

TACAN RWY 1L

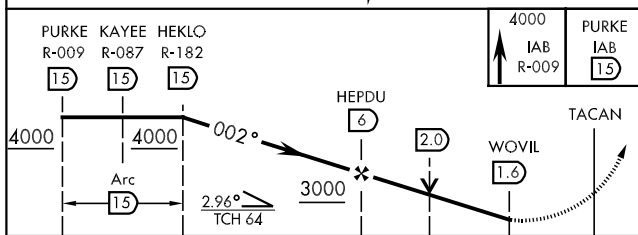
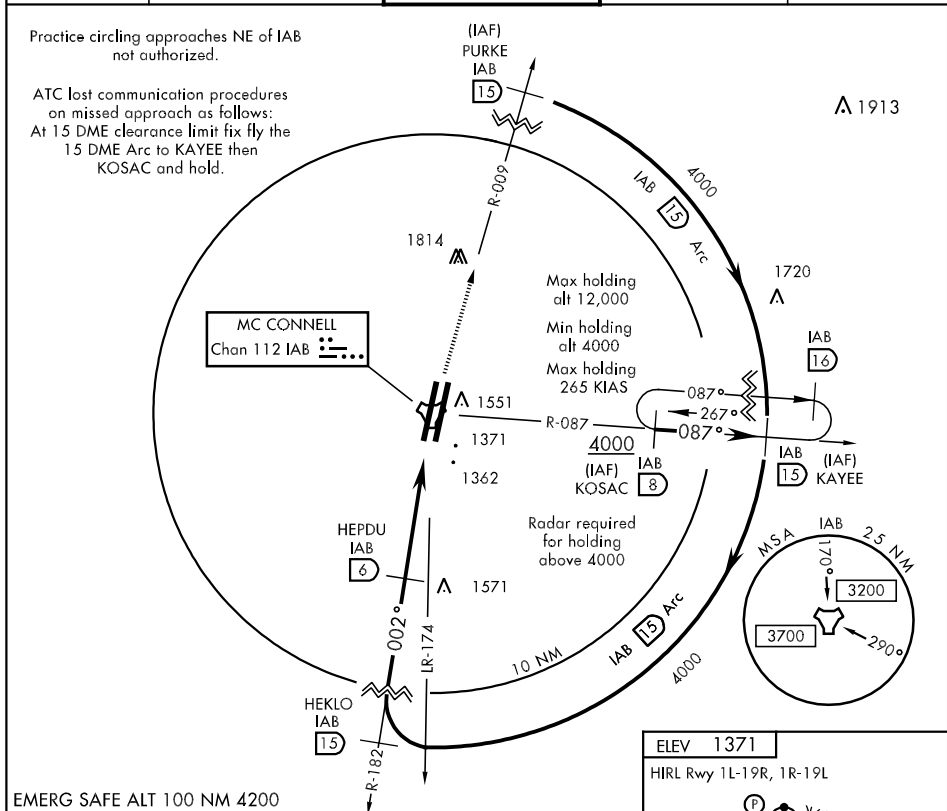
NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

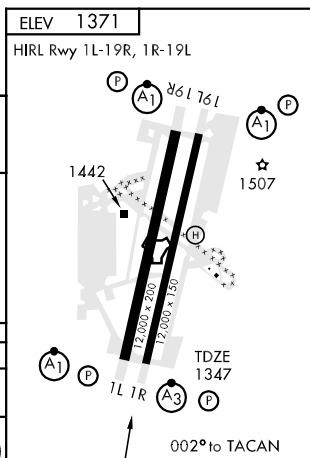
TACAN IAB Chan <b>112</b>	APCH CRS <b>002°</b>	Rwy Idg <b>12,000</b> TDZE <b>1347</b> Arpt Elev <b>1371</b>	AL-453 [USAF]	MC CONNELL AFB (KIAB)
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<p>▼ * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1 ¼ miles, CAT E vis to 1 ½ miles.</p> <p>** Circling not authorized W of Rwy 1L-19R.</p>	SSALR A3	MISSED APPROACH: Climb to 4000 via IAB TACAN R-009 to 15 DME (PURKE). Expect further clearance from ATC.
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ATIS ★ <b>124.65 269.9</b>	WICHITA APP CON <b>134.8 269.1</b>	MC CONNELL TOWER <b>127.25 291.775</b>	GND CON <b>118.0 275.8</b>	CLNC DEL <b>118.0 275.8</b>
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CATEGORY	A	B	C	D	E
S-1R *	1740/24 393 (400-½)		1740/40 393 (400-¾)		1740/50 393 (400-1)
CIRCLING **	1880-1	509 (600-1)	1880-1½ 509 (600-1½)	1940-2 569 (600-2)	2180-2¾ 809 (900-2¾)



TACAN IAB	APCH CRS	Rwy Idg	12,000
Chan 112	189°	TDZE	1364
		Arpt Elev	1371

AL-453 [USAF]

MC CONNELL AFB (KLAB)

**T** \* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.  
\*\* Circling not authorized W of Rwy 1L-19R.



**MISSED APPROACH:** Climb to 4000 via IAB TACAN R-189 to 15 DME (JILOR). Expect further clearance from ATC.

ATIS ★  
124.65 269

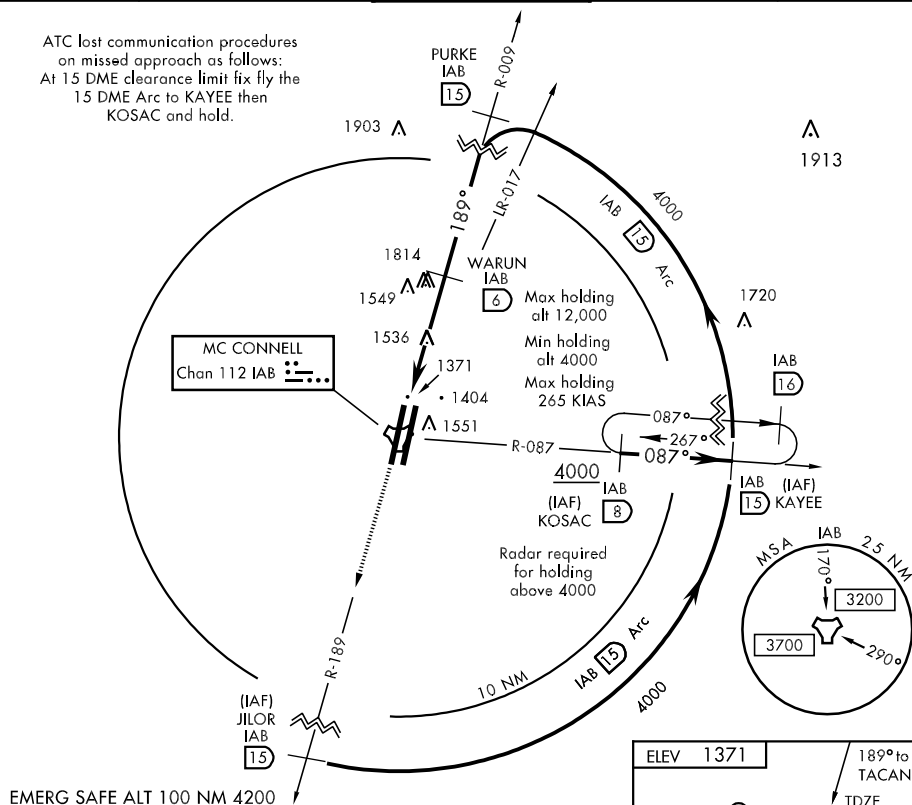
WICHITA APP CON  
134.8 269.1

MC CONNELL TOWER  
127.25 291.775

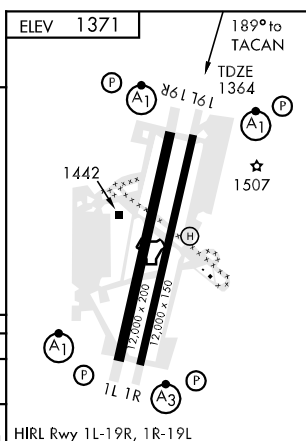
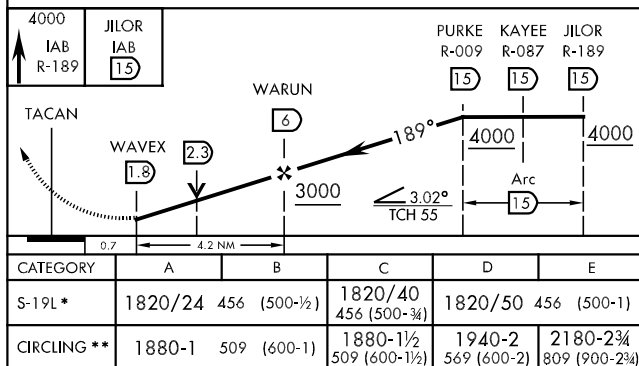
GND CQN  
118.0 275.8

CLNC DEL  
118.0 275.8

ATC lost communication procedures  
on missed approach as follows:  
At 15 DME clearance limit fix fly the  
15 DME Arc to KAYEE then  
KOSAC and hold.



EMERG SAFE ALT 100 NM 4200



WICHITA, KANSAS

37°37'N-97°16'W

MC CONNELL AFB (KIAB)

09351

TACAN RWY 19L

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010



TACAN IAB	APCH CRS	Rwy Idg	12,000
Chan 112	183°	TDZE	1371
		Arpt Elev	1371

AL-453 [USAF]

MC CONNELL AFB (KLAB)

**T** \* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.  
\*\* Circling not authorized W of Rwy 1L-19R.

ALSF-1

**MISSED APPROACH:** Climb to 4000 via IAB TACAN R-189 to 15 DME (JILOR). Expect further clearance from ATC.

ATIS ★  
124.65 269

WICHITA APP CON  
134.8 269.1

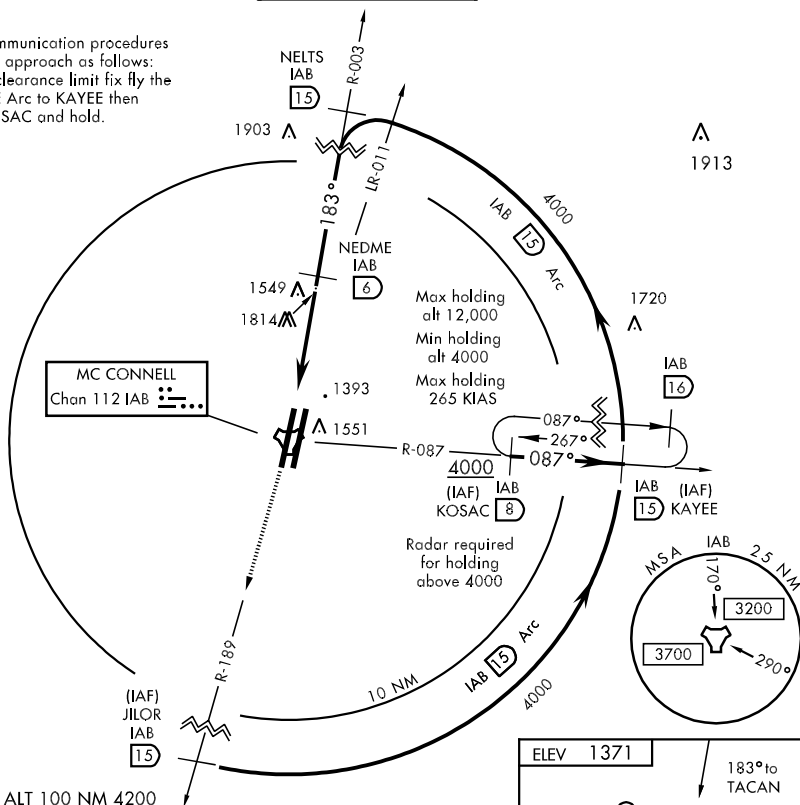
MC CONNELL TOWER  
127.25 291.775

GND CỌN  
118.0 275.8

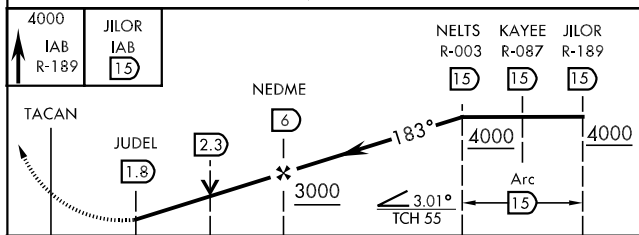
CLNC DEL  
118.0 275.8

ATC lost communication procedures on missed approach as follows:

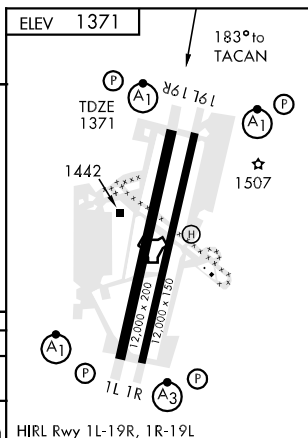
At 15 DME clearance limit fix fly the  
15 DME Arc to KAYEE then  
KOSAC and hold.



EMERG SAFE ALT 100 NM 4200



CATEGORY	A	B	C	D	E
S-19R *	1820/24 449 (500-½)		1820/40 449 (500-¾)	1820/50 449 (500-1)	
CIRCLING **	1880-1 509 (600-1)		1880-1½ 509 (600-1½)	1940-2 569 (600-2)	2180-2¾ 809 (900-2¾)



WICHITA, KANSAS

37°37'N-97°16'W

MC CONNELL AFB (KIAB)

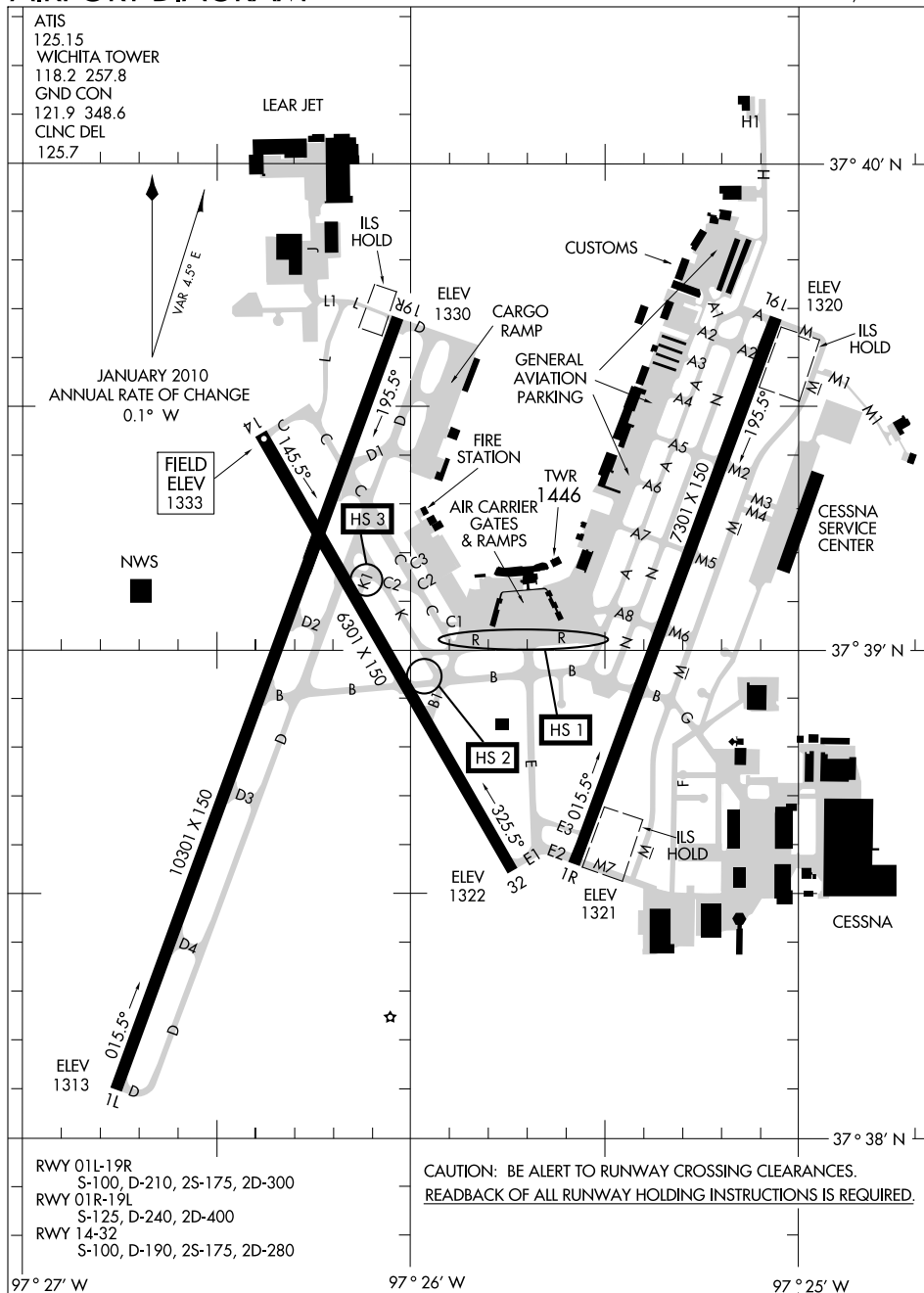
09351

TACAN RWY 19R

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010



NC-2. 23 SEP 2010 to 21 OCT 2010

**WICHITA MID—CONTINENT** (ICT) 5 SW UTC-6(-5DT) N37°39.00' W97°25.98'

1333 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index C

WICHITA

H-5C, L-101, 15D

IAP, AD

NOTAM FILE ICT

RWY 01L-19R: H10301X150 (CONC-GRVD) S-100, D-210,  
2S-175, 2D-300 HIRL CL

RWY 01L: ALSF2. TDZL. RWY 19R: MALSR. Rgt tfc.

RWY 01R-19L: H7301X150 (CONC-GRVD) S-125, D-240, 2D-400  
HIRL

RWY 01R: MALSR. Rgt tfc.

RWY 19L: MALSR. PAPI(P4L)—GA 3.0° TCH 55'.

RWY 14-32: H6301X150 (CONC-GRVD) S-100, D-190, 2S-175,  
2D-280 HIRL

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 53'.

RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 52'.

**AIRPORT REMARKS:** Attended continuously. PPR for acft carrying Class 1—Division 1.1, 1.2 or 1.3 explosives as defined by 49 CFR 173.50. Migratory birds on and in/ovf arpt. Runway visual range touchdown, midpoint and rollout Rwy 01L and Rwy 19R avbl. Twys F, G, H, J, M1 and all parking ramps are non-movement areas. Flight Notification Service (ADCUS) avbl. Rwy 32 PAPI OTS indef.**WEATHER DATA SOURCES:** ASOS (316) 945-8022. HIWAS 113.8 ICT.  
TDWR.**COMMUNICATIONS:** ATIS 125.15 (316) 350-1528. UNICOM 122.95

RCO 123.125 122.65 122.2 (WICHITA RADIO)

Ⓡ APP CON 134.85 (010°-190°) 126.7 (191°-009°) 125.5 (270°-009° blo 5000' and byd 20 NM).

Ⓡ DEP CON 134.85 (010°-190°) 126.7 (191°-009°)

TOWER 118.2 GND CON 121.9 CLNC DEL 125.7

**AIRSPACE:** CLASS C svc ctc APP CON 134.85 (010°-190° abv 4000') 134.8 (010°-190° at or below 4000')  
126.7 (191°-009°)**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

(H) VORTACW 113.8 ICT Chan 85 N37°44.72' W97°35.03' 121° 9.2 NM to fld. 1471/7E. HIWAS.

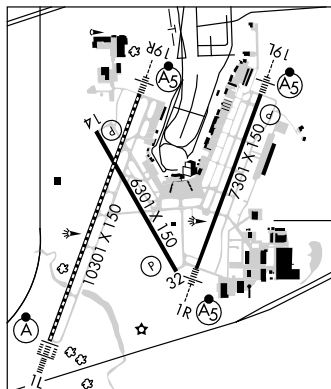
PICHE NDB (HW/LOM) 332 IC N37°34.69' W97°27.35' 007° 4.4 NM to fld

ILS/DME 110.3 I-ICT Chan 40 Rwy 01R Class IA. LOM PICHE NDB. Glideslope unmonitored.

ILS 109.1 I-TWI Rwy 01L Class IIE.

ILS 110.5 I-HOV Rwy 19R Class IB.

ILS/DME 111.55 I-MVP Chan 52 Rwy 19L Class IE.

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not avbl at FSS.**WICHITA (MAIZE)****MAIZE** (70K) 2 SE UTC-6(-5DT) N37°45.93' W97°26.15'

WICHITA

1336 NOTAM FILE ICT

RWY 17-35: 2100X70 (TURF)

RWY 17: Road. RWY 35: Road.

**AIRPORT REMARKS:** Unattended. Arpt CLOSED indef. Parachute Jumping. Concrete rubble and debris dumping along rwy ends and edges can change rwy usable length and width. Dense trees 70' left and right of rwy centerline. Rwy 17-35 turf-grass not maintained.**COMMUNICATIONS:** CTAF 122.9

## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DODGE CITY, KS		
DODGE CITY RGNL (DDC)	HS 1	Ramp is in close proximity to rwys.
GARDEN CITY, KS		
GARDEN CITY RGNL (GCK)	HS 1	Back taxi required for full length Rwy 12.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
	HS 3	Twy A leads to int or Rwy 30.
GRAND ISLAND, NE		
CENTRAL NEBRASKA RGNL (GRI)	HS 1	Twy B crosses Rwy 17.
	HS 2	Twy C crosses Rwy 17 at the ramp.
HUTCHINSON, KS		
HUTCHINSON MUNI (HUT)	HS 1	Complex twy/rwy crossings.
	HS 2	Close proximity rwy boundary markings.
LIBERAL, KS		
LIBERAL MID-AMERICA RGNL (LBL)	HS 1	Multiple rwys and twys intersect in small area.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
LINCOLN, NE		
LINCOLN (LNK)	HS 1	Complex int of rwys and twys.
	HS 2	Apch holding position on twy near run up area.
MANHATTAN, KS		
MANHATTAN RGNL (MHK)	HS 1	Terminal ramp at Twy D intersects with Rwy 03-21.
	HS 2	Twy A intersects with Rwy 13-31.
OLATHE, KS		
JOHNSON COUNTY EXECUTIVE (OJC)	HS 1	Twy crosses rwy.
	HS 2	Unusual holding position.
OLATHE, KS		
NEW CENTURY AIRCENTER (IXD)	HS 1	Complex twy/rwy int.
	HS 2	Military ramp near twy.
	HS 3	Complex twy/rwy ints in area of limited twr visibility.
OMAHA, NE		
EPPLEY AIRFIELD (OMA)	HS 1	Complex twy int.
	HS 2	Rwy safety area in close proximity to ramp.
	HS 3	Rwy safety area in close proximity to ramp.
SALINA, KS		
SALINA MUNI (SLN)	HS 1	Twy E int departures Rwy 17-35.
	HS 2	Twy B intersects Rwy 12-30 and Rwy 17-35. Close proximity rwy boundary hold markings.
TOPEKA, KS		
FORBES FIELD (FOE)	HS 1	Twy A turns southwest to access the apch end of Rwy 03.
	HS 2	Twy A turns south to apch end Rwy 03. Not visible from twr.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

## HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
TOPEKA, KS		
PHILIP BILLARD MUNI (TOP)	HS 1	Ramp area and twy int in close proximity to rwys.
WICHITA, KS		
WICHITA MID-CONTINENT (ICT)	HS 1	Confusing ramp exit/entrance.
	HS 2	Twy/rwy crossing.
	HS 3	Confusing twy/rwy int.

\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-TWI <b>109.1</b>	APP CRS <b>013°</b>	Rwy Idg TDZE Apt Elev	<b>10301</b> <b>1314</b> <b>1333</b>
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# ILS or LOC RWY 1L

## WICHITA MID-CONTINENT (ICT)



MISSED APPROACH: Climb to 3000 then climbing left turn to 3600 direct ICT VORTAC and hold.

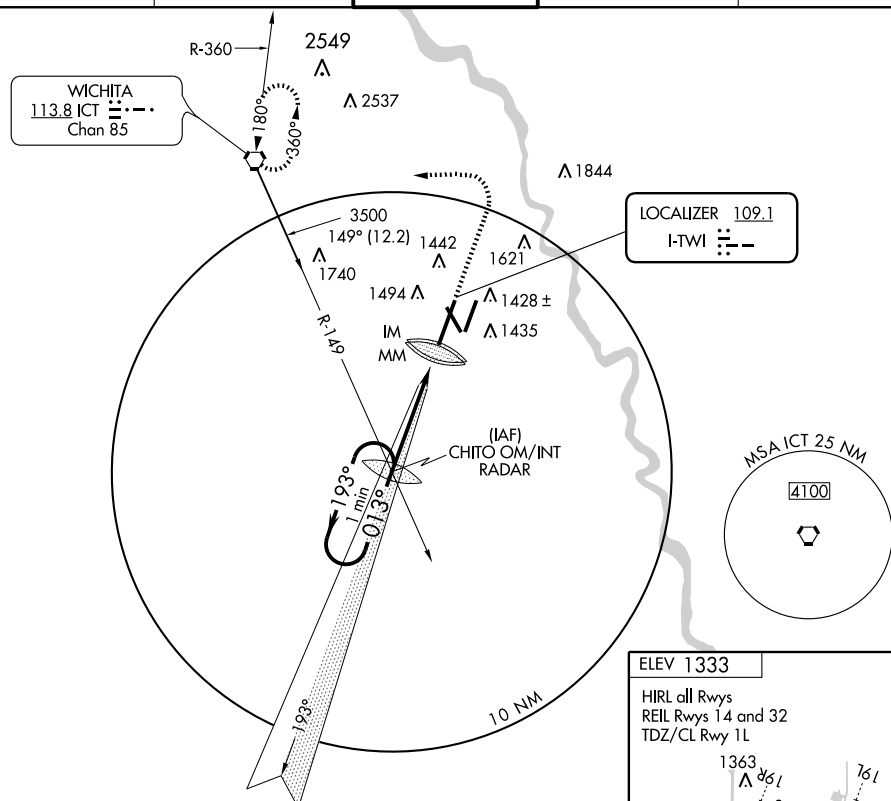
ATIS  
**125.15**

WICHITA APP CON  
**126.7 353.5**

WICHITA TOWER  
**118.2 257.8**

GND CON  
**121.9 348.6**

CLNC DEL  
**125.7**



One Minute  
Holding Pattern

CHITO  
OM/INT/RADAR

3000

3600

ICT

113.8

3000

193°

013°

3000

GS 3.00°  
TCH 52

2924

MM

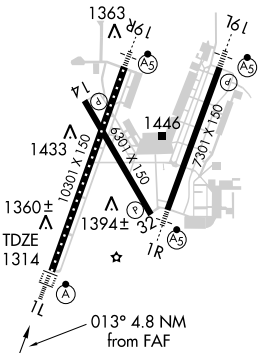
IM

4.4 NM 0.3 0.2

CATEGORY	A	B	C	D	E
S-ILS 1L	1514/18 200 (200-1/2)				
S-LOC 1L	1700/24		386 (400-1/2)		1700/40 386 (400-3/4)
CIRCLING	1800-1	467 (500-1)	1800-1 1/2	1900-2	1980-2 1/4
			467 (500-1 1/2)	567 (600-2)	647 (700-2 1/4)

ELEV 1333

HIRL all Rwy's  
REIL Rwy's 14 and 32  
TDZ/CL Rwy 1L



FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

LOC I-ICT <b><u>110.3</u></b> Chan <b>40</b>	APP CRS <b>013°</b>	Rwy Idg <b>7301</b> TDZE <b>1321</b> Apt Elev <b>1333</b>
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ILS or LOC RWY 1R  
WICHITA MID-CONTINENT (ICT)

**T** \*VIS Cat A/B/C/D RVR 1800 authorized with the use  
**A** of FD or AP or HUD to DA.

MALSR

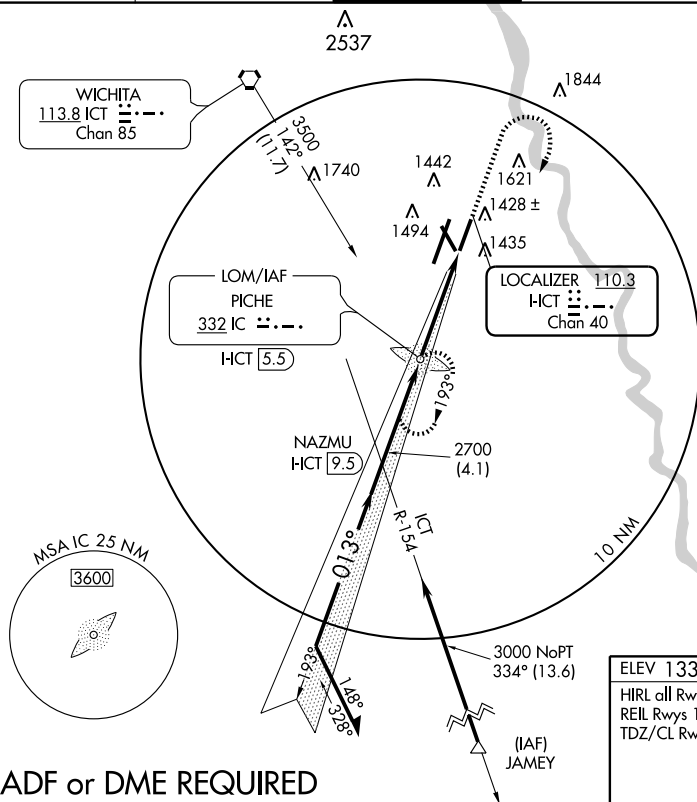
**MISSED APPROACH:** Climb to 3600 then right turn direct PICHE LOM and hold.

ATIS  
125.15

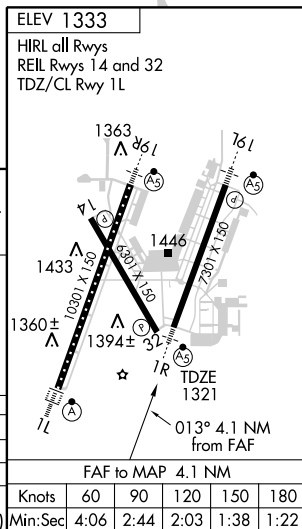
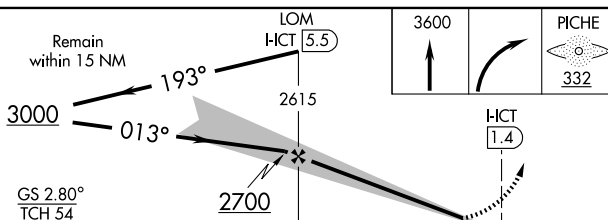
WICHITA APP CON  
126.7 353.5

WICHITA TOWER  
118.2 257.8

GND CON  
121.9 348.6

CLNC DEL  
125.7

## ADF or DME REQUIRED



CATEGORY	A	B	C	D	E
S-ILS 1R	*1521/24 200 (200-½)				
S-LOC 1R	1680/24	359 (400-½)		1680/40	359 (400-1)
CIRCLING	1800-1	467 (500-1)	1800-1½ 467 (500-1½)	1900-2 567 (600-2)	1980-2½ 647 (700-2)

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

WICHITA, KANSAS  
Amdt 17A 08325

37° 39' N-97° 26' W

WICHITA MID-CONTINENT (ICT)  
ILS or LOC RWY 1R

NC-2. 23 SEP 2010 to 21 OCT 2010

LOC I-MVP <b><u>111.55</u></b> Chan <b>52 (Y)</b>	APP CRS <b>193°</b>	Rwy Idg <b>7301</b> TDZE <b>1320</b> Apt Elev <b>1333</b>
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ILS or LOC RWY 19L  
WICHITA MID-CONTINENT (ICT)



For inoperative MALSR, increase S-ILS 19L Cat E visibility to  $\frac{3}{4}$ , S-LOC 19L Cat E visibility to  $1\frac{1}{4}$ .



**MISSED APPROACH:** Climb to 3000  
direct PICHE LOM and hold.

ATIS  
125.15

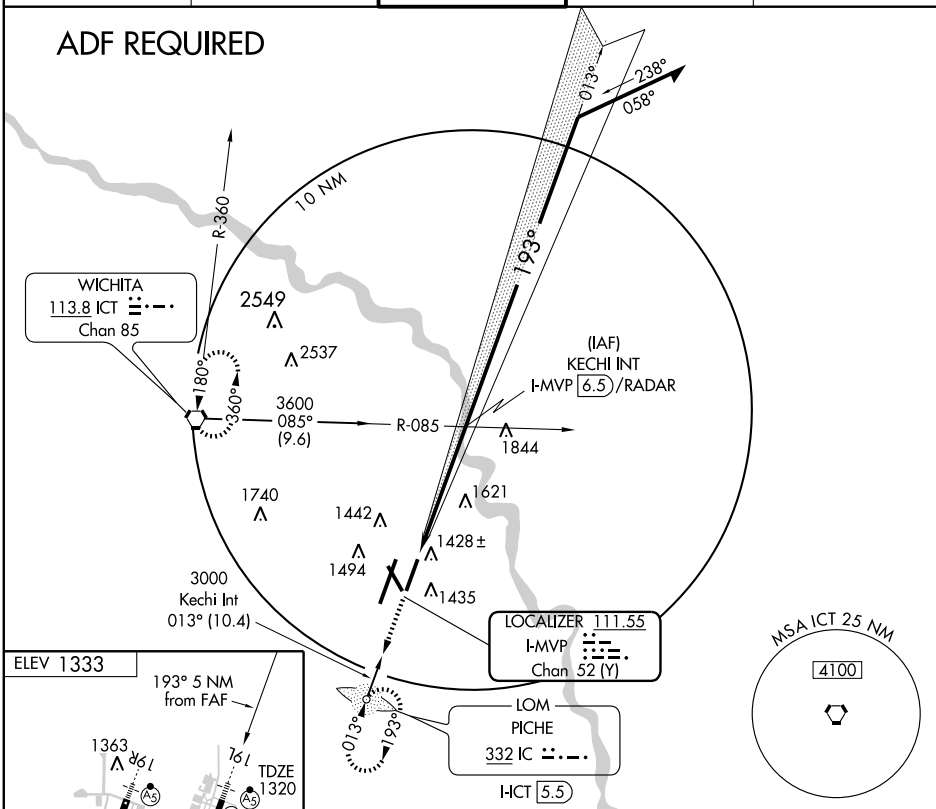
WICHITA APP CON  
126.7 353.5

WICHITA TOWER  
118.2 257.8

GND CON  
121.9 348.6

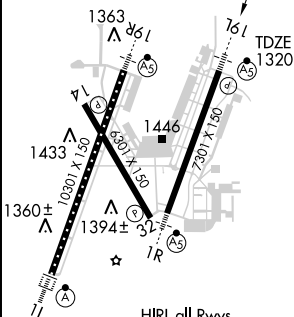
CLNC DEL  
125.7

## ADF REQUIRED



ELEV 1333

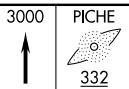
193° 5 NM /



HIRL all Rwy's  
REIL Rwy's 14 and 32  
TDZ/CL Rwy's 1L

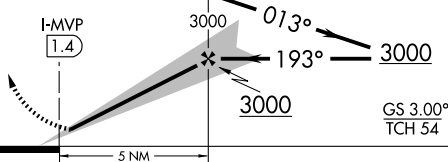
FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



KECHI INT  
I-MVP 6.5/RADAR

Remain  
within 15 NM



GS 3.00°  
TCH 54

CATEGORY	A	B	C	D	E
S-ILS 19L	1520-½ 200 (200-½)				
S-LOC 19L	1700-½ 380 (400-½)			1700-¾ 380 (400-¾)	
CIRCLING	1800-1 467 (500-1)	1800-1½ 467 (500-1½)	1900-2 567 (600-2)	1900-2½ 607 (700-2½)	

WICHITA, KANSAS  
Orig-A 08325

37° 39' N-97° 26' W

WICHITA MID-CONTINENT (ICT)  
ILS or LOC RWY 19L



LOC I-HOV <b>110.5</b>	APP CRS <b>193°</b>	Rwy Idg TDZE Apt Elev	<b>10301</b> <b>1330</b> <b>1333</b>
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# ILS or LOC RWY 19R

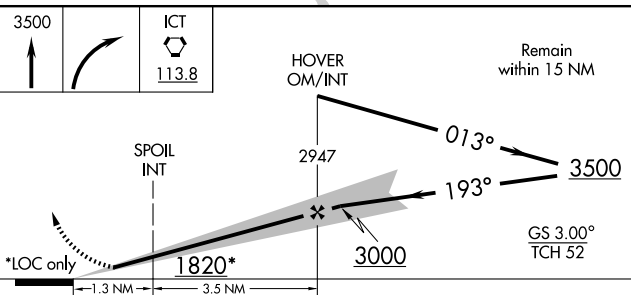
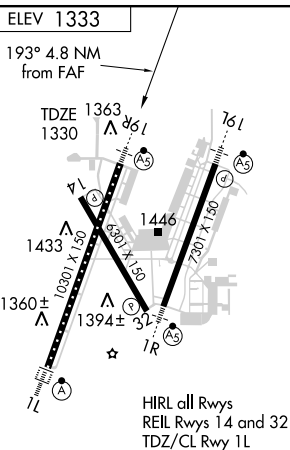
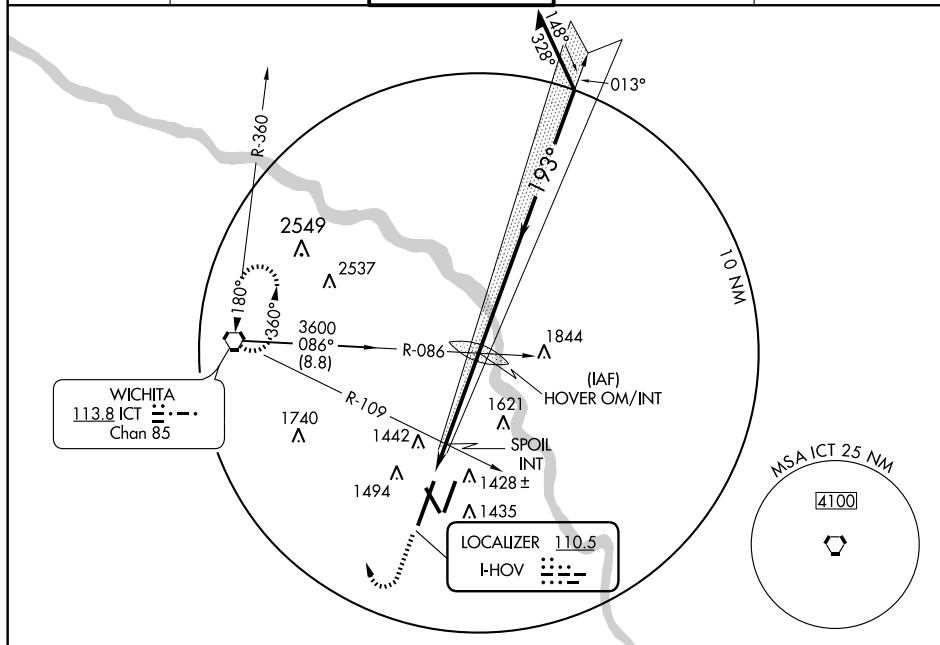
## WICHITA MID-CONTINENT (ICT)

▼ For inoperative MALS, increase SPOIL Int. minimums S-LOC 19R  
 ▲ Cat. D and E visibility to RVR 5000. \*\* VIS Cat A/B/C/D RVR  
 1800 authorized with the use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 3500 then right  
 turn direct ICT VORTAC and hold.

ATIS <b>125.15</b>	WICHITA APP CON <b>126.7 353.5</b>	WICHITA TOWER <b>118.2 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>125.7</b>
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CATEGORY	A	B	C	D	E
S-ILS 19R	** 1530/24 200 (200-½)				
S-LOC 19R	1820/24 490 (500-½)	1820/40 490 (500-¾)	1820/50 490 (500-1)	1820/60 490 (500-1¼)	1820/60 490 (500-1¼)
CIRCLING	1820-1 487 (500-1)	1820-1½ 487 (500-1½)	1900-2 567 (600-2)	1980-2¼ 647 (700-2¼)	1980-2¼ 647 (700-2¼)
SPOIL INT MINIMUMS					
S-LOC 19R	1660/24 330 (400-½)	1660/40 330 (400-¾)	1660/50 330 (400-1)	1660/60 330 (400-1¼)	1660/60 330 (400-1¼)
CIRCLING	1800-1 467 (500-1)	1800-1½ 467 (500-1½)	1900-2 567 (600-2)	1980-2¼ 647 (700-2¼)	1980-2¼ 647 (700-2¼)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

LOC I-TWI	APP CRS	Rwy Idg	<b>10301</b>
<b><u>109.1</u></b>	<b>013°</b>	TDZE	<b>1314</b>
		Apt Elev	<b>1333</b>

ILS RWY 1L (CAT II)  
WICHITA MID-CONTINENT (ICT)



ALSF-2



**MISSED APPROACH:** Climb to 3000 then climbing left turn to 3600 direct ICT VORTAC and hold.

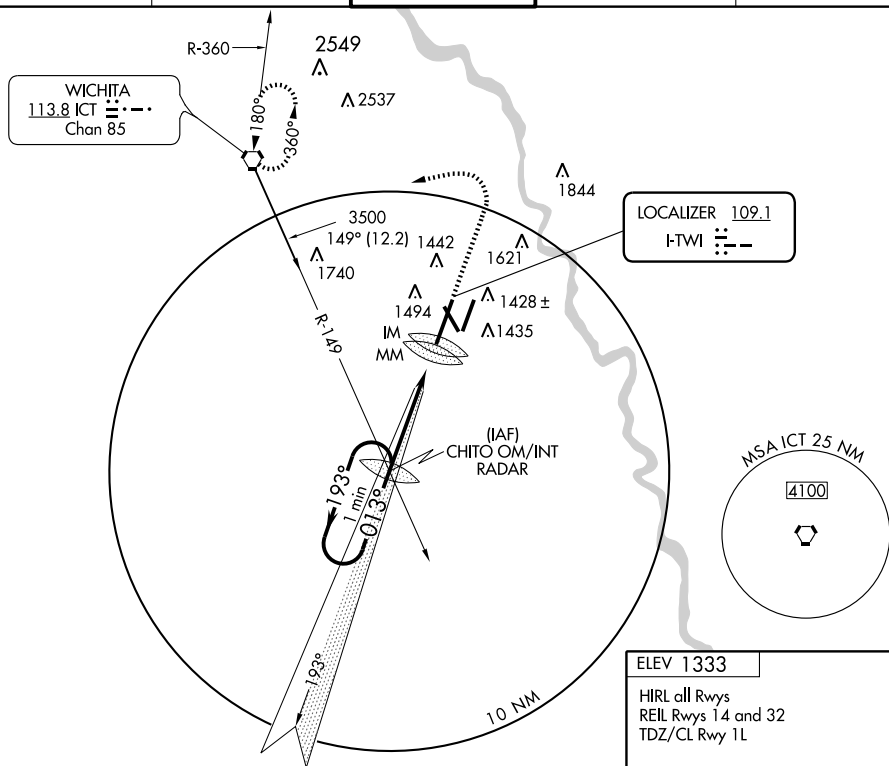
ATIS  
**125.15**

WICHITA APP CON  
126.7 353.5

WICHITA TOWER  
118.2 257.8

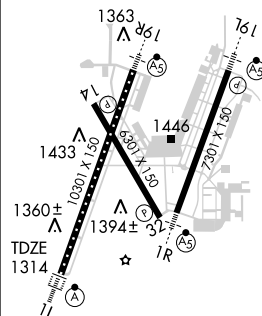
GND CON  
121.9 348.6

CLNC DEL  
**125.7**



ELEV 1333

HIRL all Rwy's  
REIL Rwy's 14 and 32  
TDZ/CL Rwy 1L



### One Minute Holding Pattern

CHITOM/INT/RADAR

3000

3600

ICT

113.8

3000 —

GS 3.00°  
TCH 52

3000

IM

0

13  
44

4.4 1000	1000	794	793	1000	←
B	C	D			

149/16	150 DA 1464	
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100/12	100	DA 1414
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CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

LOM IC <b>332</b>	APP CRS <b>013°</b>	Rwy Idg TDZE Apt Elev	<b>7301</b> <b>1321</b> <b>1333</b>
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# NDB RWY 1R

## WICHITA MID-CONTINENT (ICT)



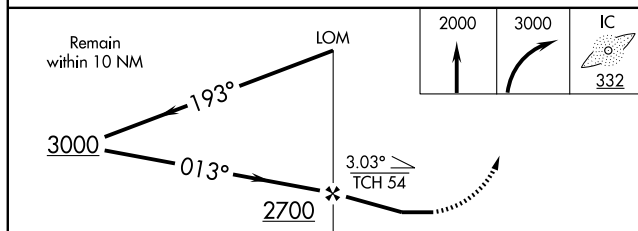
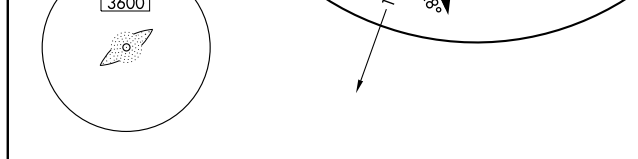
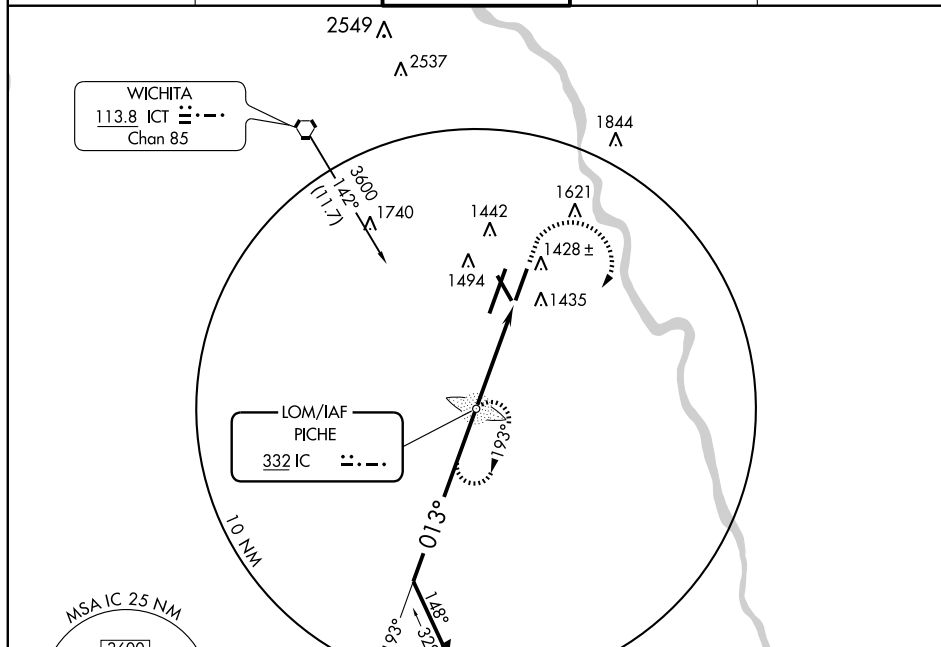
Cat C S-1R visibility increased to RVR 5000 for inoperative MALSR.

MALSR

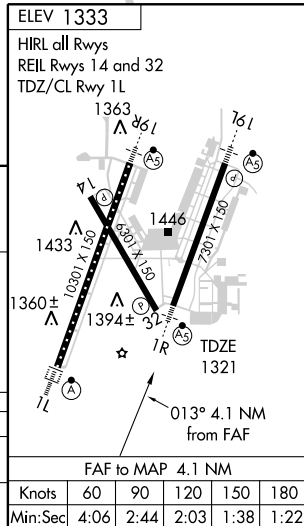


MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct LOM and hold.

ATIS <b>125.15</b>	WICHITA APP CON <b>126.7 353.5</b>	WICHITA TOWER <b>118.2 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>125.7</b>
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CATEGORY	A	B	C	D
S-1R	1720/40	399 (400-3/4)		1720/50 399 (400-1)
CIRCLING	1800-1	467 (500-1)	1800-1 1/2 467 (500-1 1/2)	1900-2 567 (600-2)



APP CRS <b>013°</b>	Rwy Idg TDZE Apt Elev	<b>7301</b> <b>1321</b> <b>1333</b>
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# RNAV (GPS) RWY 1R

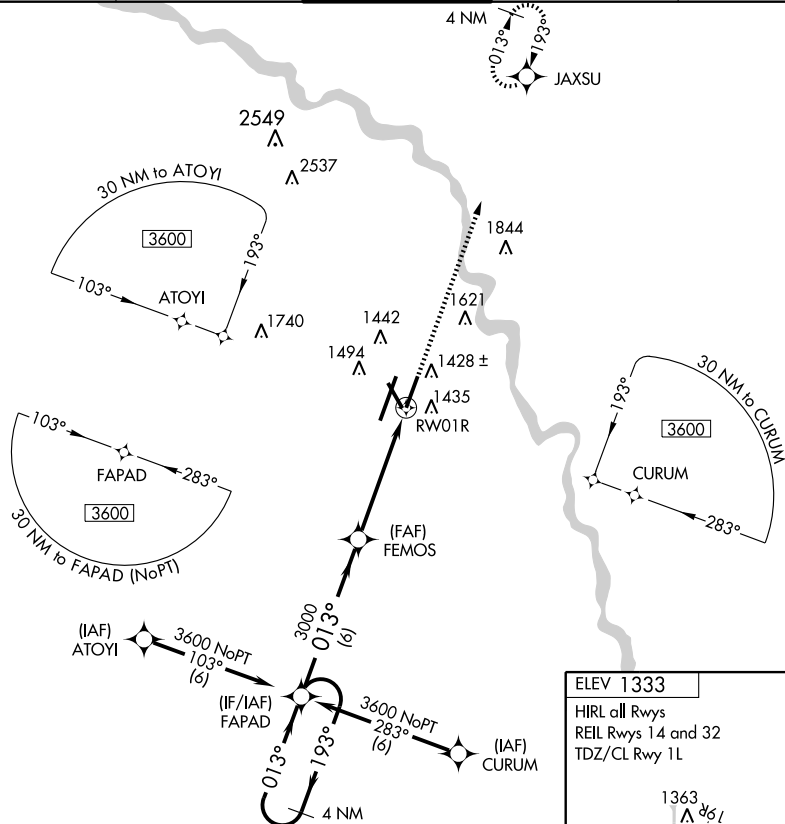
## WICHITA MID-CONTINENT (ICT)

**NA** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46° (114°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.



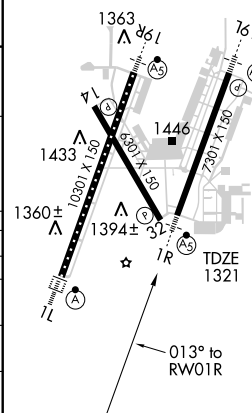
**MISSED APPROACH:** Climb to 3600 direct JAXSU and hold.

ATIS <b>125.15</b>	WICHITA APP CON <b>126.7 353.5</b>	WICHITA TOWER <b>118.2 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>125.7</b>
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<div>4 NM Holding Pattern</div> <div>3600</div> <div>GS 3.00° TCH 54</div>		<div>FAPAD</div> <div>013°</div>	<div>FEMOS</div> <div>013°</div> <div>3000</div>	<div>* LNAV only.</div> <div>* 1.2 NM to RW01R</div> <div>RW01R</div>	<div>3600</div> <div>↑</div>	<div>JAXSU</div> <div>✦</div>
		<div>6 NM</div>	<div>3.9 NM</div>	<div>1.2</div>		
CATEGORY	A	B	C	D		
GLS PA DA	NA					
LNAV/ VNAV DA	1660/40 339 (400-¾)					
LNAV MDA	1740/24	419 (500-½)	1740/40 419 (500-¾)	1740/50 419 (500-1)		
CIRCLING	1800-1¼	467 (500-1¼)	1800-1½ 467 (500-1½)	1900-2 567 (600-2)		

ELEV 1333  
HIRL all Rwy's  
REIL Rwy's 14 and 32  
TDZ/CL Rwy 1L



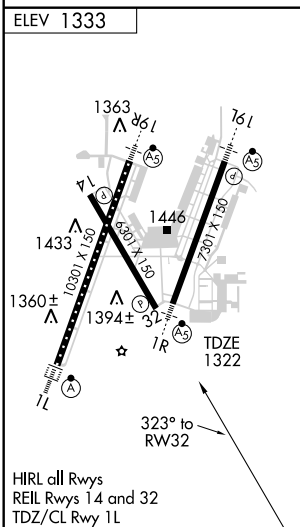
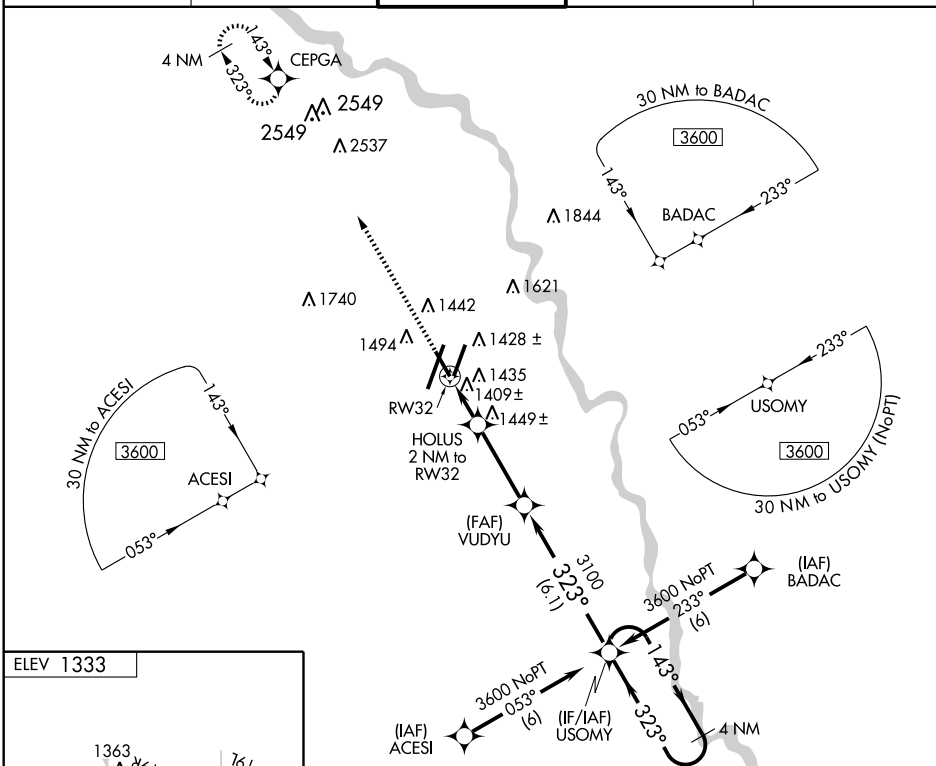
WAAS CH <b>99617</b> <b>W32A</b>	APP CRS <b>323°</b>	Rwy Idg <b>6301</b> TDZE <b>1322</b> Apt Elev <b>1333</b>
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RNAV (GPS) RWY 32  
WICHITA MID-CONTINENT (ICT)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).  
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

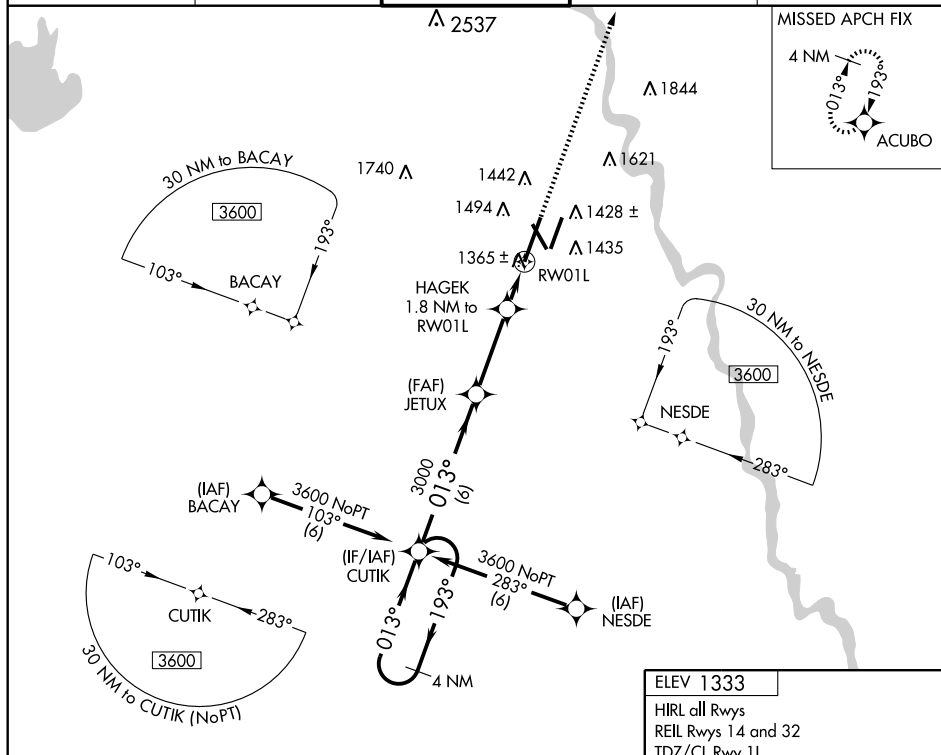
**MISSED APPROACH:** Climb to 3600 direct CEPGA and hold.

ATIS 125.15	WICHITA APP CON 126.7 353.5	WICHITA TOWER 118.2 257.8	GND CON 121.9 348.6	CLNC DEL 125.7
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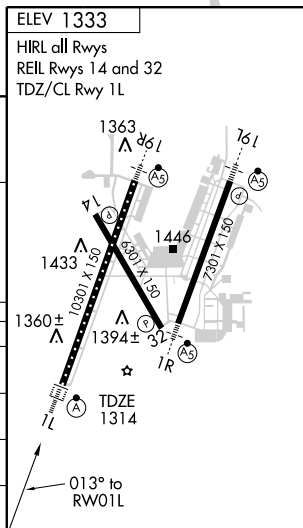
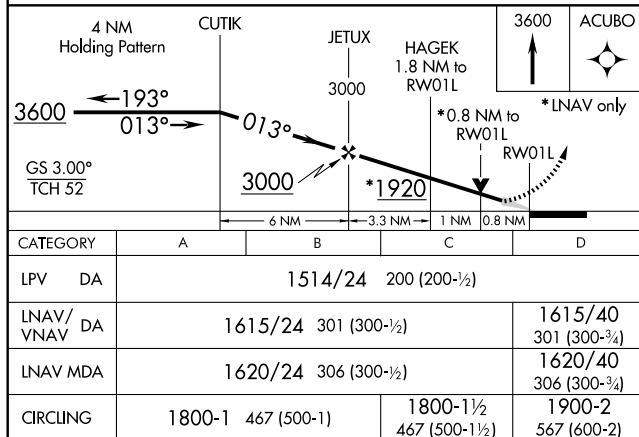


RNAV (GPS) Y RWY 1L  
WICHITA MID-CONTINENT (ICT)

**MISSED APPROACH:**  
Climb to 3600 direct  
ACUBO and hold.

CLNC DE  
**125.7**

NC-2, 23 SEP 2010 to 21 OCT 2010



WICHITA MID-CONTINENT (ICT)  
RNAV (GPS) Y RWY 1L

RNAV (GPS) Y RWY 14  
WICHITA MID-CONTINENT (ICT)

**MISSED APPROACH:** Climb to 3600 direct JOJTY and on track 143° to USOMY and hold.

CLNC DEL  
125.7

4 NM Holding Pattern CUMUM 3600 ← 323° 143° → GS 3.00° TCH 50		FAXIM 3200 EKEBE 1.5 NM to RW14		3600 ↑ JOJTY	tr 143° 	USOMY 
3200 143° 6.1 NM		1860 4.1 NM		*1 NM to RW14 *LNAV only RW14 0.5 NM 1 NM		
CATEGORY	A	B	C	D		
LPV DA	1583-3/4		250 (300-3/4)			
LNAV/ VNAV DA	1799-1 3/4		466 (500-1 3/4)			
LNAV MDA	1700-1		367 (400-1)			
CIRCLING	1800-1 467 (500-1)		1800-1 1/2 467 (500-1 1/2)	1900-2 567 (600-2)		

WICHITA MID-CONTINENT (ICT)  
RNAV (GPS) Y RWY 14

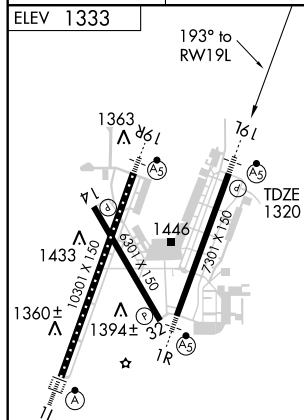
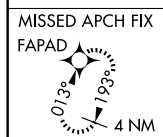
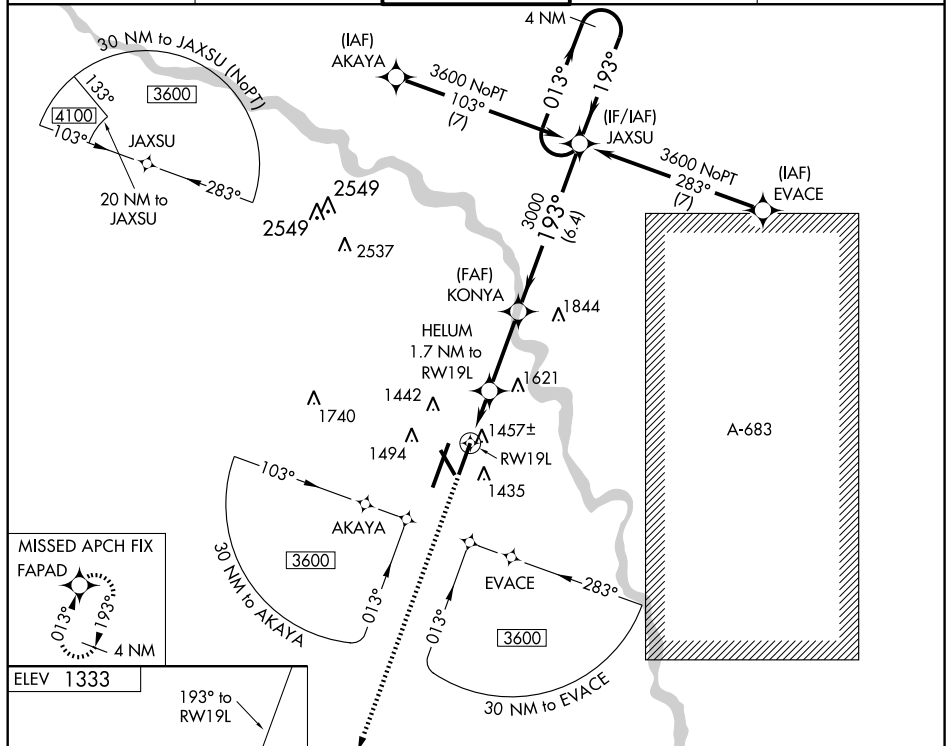
WAAS CH <b>49119</b> <b>W19B</b>	APP CRS <b>193°</b>	Rwy Idg TDZE <b>1320</b> Apt Elev <b>1333</b>
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# RNAV (GPS) Y RWY 19L

WICHITA MID-CONTINENT (ICT)

For inoperative MALS, increase LNAV Cat D visibility to 1¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.	MALS A5	MISSED APPROACH: Climb to 3600 direct FAPAD and hold.
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ATIS <b>125.15</b>	WICHITA APP CON <b>126.7 353.5</b>	WICHITA TOWER <b>118.2 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>125.7</b>
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HIRL all Rwy's  
REIL Rwy's 14 and 32  
TDZ/CL Rwy 1L

3600 FAPAD		HELUM 1.7 NM to RW19L		JAXSU		4 NM Holding Pattern	
*LNAV only		*1.1 NM to RW19L		*1900		GS 3.00° TCH 54	
CATEGORY		A		B		C	
LPV DA		1520-1½		200 (200-½)			
LNAV/VNAV DA		1717-¾		397 (400-¾)			
LNAV MDA		1720-1½		400 (400-½)		1720-1 400 (400-1)	
CIRCLING		1800-1		467 (500-1)		1800-1½ 467 (500-1½)	
						1900-2 567 (600-2)	

WICHITA, KANSAS

Amdt 1 23SEP10

37° 39' N-97° 26' W

WICHITA MID-CONTINENT (ICT)

RNAV (GPS) Y RWY 19L



WAAS CH <b>63019</b> <b>W19A</b>	APP CRS <b>193°</b>	Rwy Idg <b>10301</b> TDZE <b>1330</b> Apt Elev <b>1333</b>
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# RNAV (GPS) Y RWY 19R

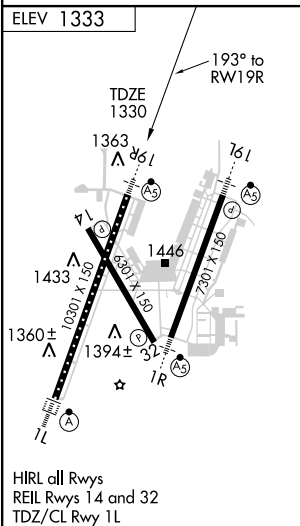
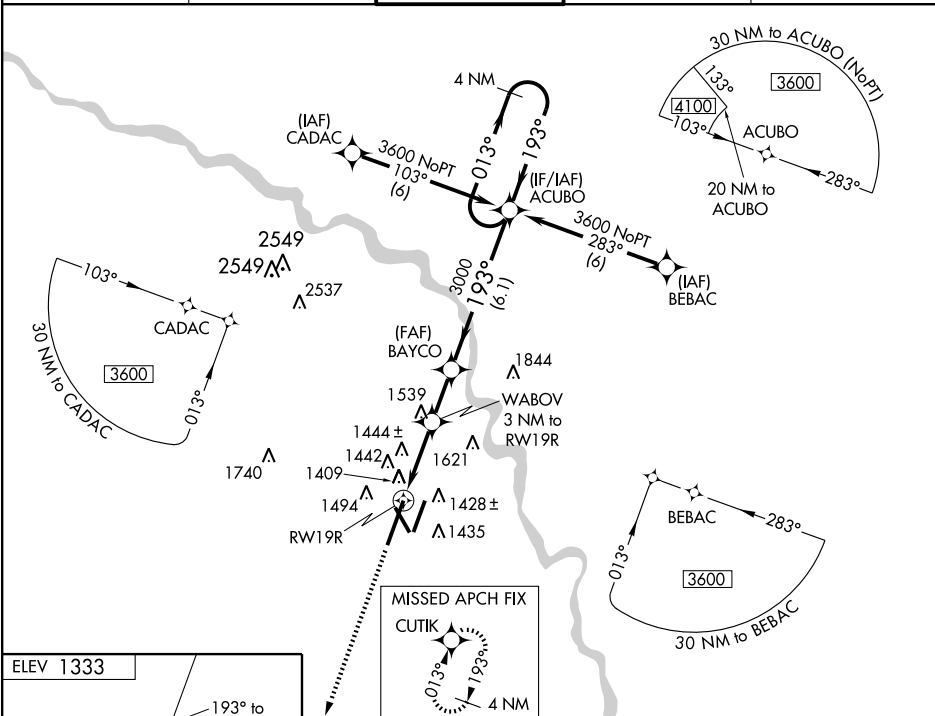
## WICHITA MID-CONTINENT (ICT)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C ( 2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.  
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.



MISSED APPROACH: Climb to 3600 direct CUTIK and hold.

ATIS <b>125.15</b>	WICHITA APP CON <b>126.7 353.5</b>	WICHITA TOWER <b>118.2 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>125.7</b>
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WICHITA, KANSAS

37° 39' N-97° 26' W

WICHITA MID-CONTINENT (ICT)

Amdt 1 23SEP10

RNAV (GPS) Y RWY 19R

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

		CUTIK		ACUBO	4 NM Holding Pattern
		3600		3000	3600
		*LNAV only		WABOV 3 NM to RWY 19R	
		*1.1 NM to RWY 19R		*2340	
		1.1	1.9 NM	2 NM	6.1 NM
CATEGORY	A	B	C	D	
LPV DA	1530/24 200 (200-½)				
LNAV/VNAV DA	1742/50 412 (500-1)				
LNAV MDA	1740/24	410 (500-½)	1740/40	1740/50	
			410 (500-¾)	410 (500-1)	
CIRCLING	1800-1	467 (500-1)	1800-1½	1900-2	
			467 (500-½)	567 (600-2)	

GS 3.00°  
TCH 52

APP CRS <b>013°</b>	Rwy Idg <b>10301</b>
	TDZE <b>1314</b>
	Apt Elev <b>1333</b>

# RNAV (RNP) Z RWY 1L

## WICHITA MID-CONTINENT (ICT)



GPS required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 46°C (114°F).

ALSF-2



MISSED APPROACH: Climb to 4200 on track 013° to ACUBO and hold.

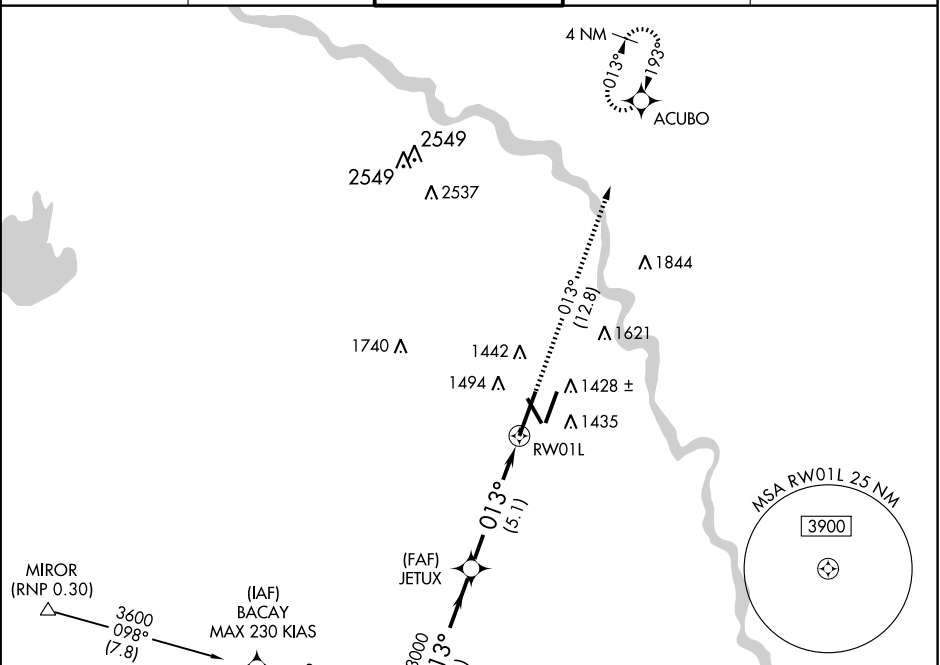
ATIS  
**125.15**

WICHITA APP CON  
**126.7 353.5**

WICHITA TOWER  
**118.2 257.8**

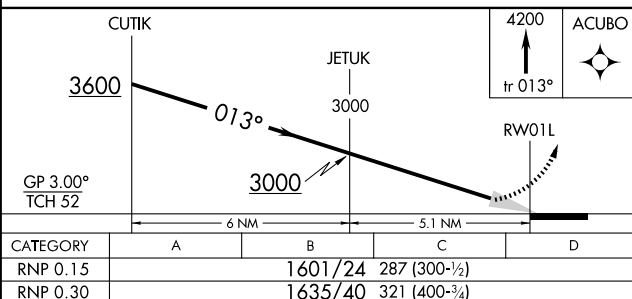
GND CON  
**121.9 348.6**

CLNC DEL  
**125.7**

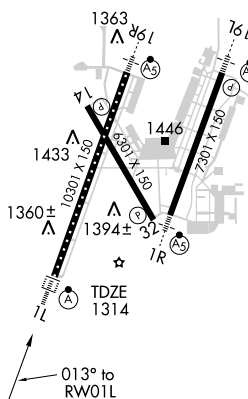


ELEV 1333

HIRL all Rwys  
REIL Rwys 14 and 32  
TDZ/CL Rwy 1L



**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**



APP CRS **143°**  
Rwy Idg **6301**  
TDZE **1333**  
Apt Elev **1333**

# RNAV (RNP) Z RWY 14

WICHITA MID-CONTINENT (ICT)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -16°C ( 2°F) or above 46°C (115°F).

MISSED APPROACH: Climb to 3600 on track 143° to ODIHE and on track 143° to USOMY and hold.

ATIS  
**125.15**

WICHITA APP CON  
**126.7 353.5**

WICHITA TOWER  
**118.2 257.8**

GND CON  
**121.9 348.6**

CLNC DEL  
**125.7**

(IAF) HUTCHINSON  
HUT  
(RNP 0.50)

3600  
113°  
(20.4)

Procedure NA for arrivals  
on HUT VOR/DME  
airway radials 052 CW 144.

(IAF) WAIVE  
(RNP 0.50)

3600  
188°  
(15.3)

Procedure NA for arrivals  
at WAIVE  
on V532 northbound

(IF) CUMUM

2549

2537

(FAF) FAXIM

1740

143°

1442

1409

1494

1428±

1435

△ 1844

△ 1621

△ 1428±

△ 1435

ODIHE

USOMY

143°

(5.5)

3600

tr 143°

ODIHE

tr 143°

USOMY

tr 143°

USOMY

tr 143°

USOMY

tr 143°

USOMY

Procedure

Turn NA

CUMUM

3600

GP 3.00°

TCH 50

FAXIM

3200

3200

143°

6.1 NM

5.6 NM

RW14

CATEGORY

A

B

C

D

RNP 0.11 DA

1623-1

290 (300-1)

RNP 0.30 DA

1709-1¼

376 (400-1¼)

## SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

WICHITA, KANSAS

Orig 23SEP10

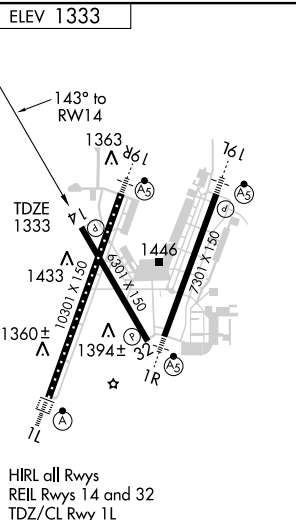
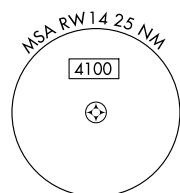
37° 39' N-97° 26' W

WICHITA MID-CONTINENT (ICT)

# RNAV (RNP) Z RWY 14

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010



APP CRS <b>193°</b>	Rwy Idg TDZE <b>1301</b> Apt Elev <b>1333</b>
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# RNAV (RNP) Z RWY 19L

WICHITA MID-CONTINENT (ICT)

GPS required. For uncompensated Baro-VNAV systems, Procedure NA below -16°C (2°F) or above 46°C (115°F). For inoperative MALS/R, increase RNP 0.30 visibility all Cnts 1¼ mile.



MISSED APPROACH: Climb to 3600 on track 193° to FAPAD and hold.

ATIS  
**125.15**

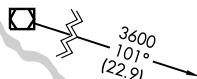
WICHITA APP CON  
**126.7 353.5**

WICHITA TOWER  
**118.2 257.8**

GND CON  
**121.9 348.6**

CLNC DEL  
**125.7**

HUTCHINSON  
HUT  
(RNP 0.90)



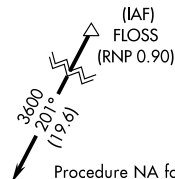
Procedure NA for arrivals  
on HUT VOR/DME  
airway radials 016 CW 144.

(IAF)  
AKAYA

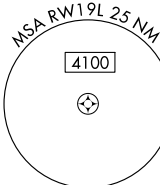
3600  
103°  
(7)

(IF)  
JAXSU

Procedure NA for arrivals  
at FLOSS  
on V10-132-234-502 northeast bound  
and V77 northeast bound.

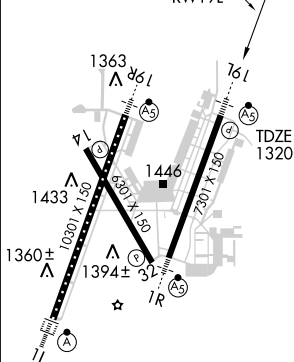


2549  
2549  
2537



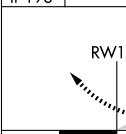
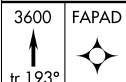
ELEV 1333

193° to  
RW19L



HIRL all Rwys  
REIL Rwys 14 and 32  
TDZ/CL Rwy 1L

MISSED APCH FIX  
FAPAD



KONYA

3000

3000

JAXSU

3600

Procedure  
Turn NA

GP 3.00°  
TCH 54

CATEGORY	A	B	C	D
RNP 0.30 DA	1715-1	395 (400-1)		

**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**

WICHITA, KANSAS

Orig 23SEP10

37° 39' N-97° 26' W

WICHITA MID-CONTINENT (ICT)

# RNAV (RNP) Z RWY 19L

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

APP CRS **193°**  
Rwy Idg **10301**  
TDZE **1330**  
Apt Elev **1333**

# RNAV (RNP) Z RWY 19R

WICHITA MID-CONTINENT (ICT)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (2°F) or above 46°C (115°F). For inoperative MALSR, increase all Cats visibility to RVR 6000.



MISSED APPROACH: Climb to 4200 on track 193° to CUTIK and hold.

ATIS  
**125.15**

WICHITA APP CON  
**126.7 353.5**

WICHITA TOWER  
**118.2 257.8**

GND CON  
**121.9 348.6**

CLNC DEL  
**125.7**

HUTCHINSON  
HUT  
(RNP 0.30)

Procedure NA for arrivals  
on HUT VOR/DME  
airway radials 052 CW 144.

(IAF)  
CADAC  
MAX 240 KIAS

(IAF)  
FLOSS  
(RNP 0.30)

Procedure NA for arrivals  
at FLOSS  
on V77 northeast bound  
and V10-132-234-502 eastbound.

2549  
Λ 2537

(IF)  
ACUBO

(FAF)  
BAYCO

Λ 1740

1494  
Λ RW19R

Λ 1844

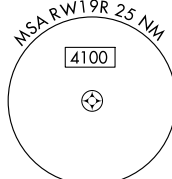
1442

Λ 1621

Λ 1428 ±

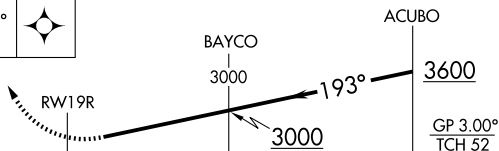
Λ 1435

CUTIK  
1013°  
193°  
4 NM



ELEV 1333

4200  
↑  
tr 193°  
CUTIK



CATEGORY	A	B	C	D
RNP 0.30 DA	1727/50	397 (400-1)		

**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**

HIRL all Rwys  
REIL Rwys 14 and 32  
TDZ/CL Rwy 1L

VORTAC ICT <b>113.8</b> Chan <b>85</b>	APP CRS <b>119°</b>	Rwy Idg TDZE Apt Elev	<b>6301</b> <b>1333</b> <b>1333</b>
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# VOR RWY 14

WICHITA MID-CONTINENT (ICT)



MISSED APPROACH: Climb to 3000 then climbing right turn to 3500 direct ICT VORTAC and hold.

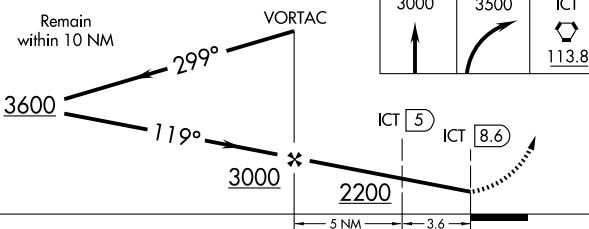
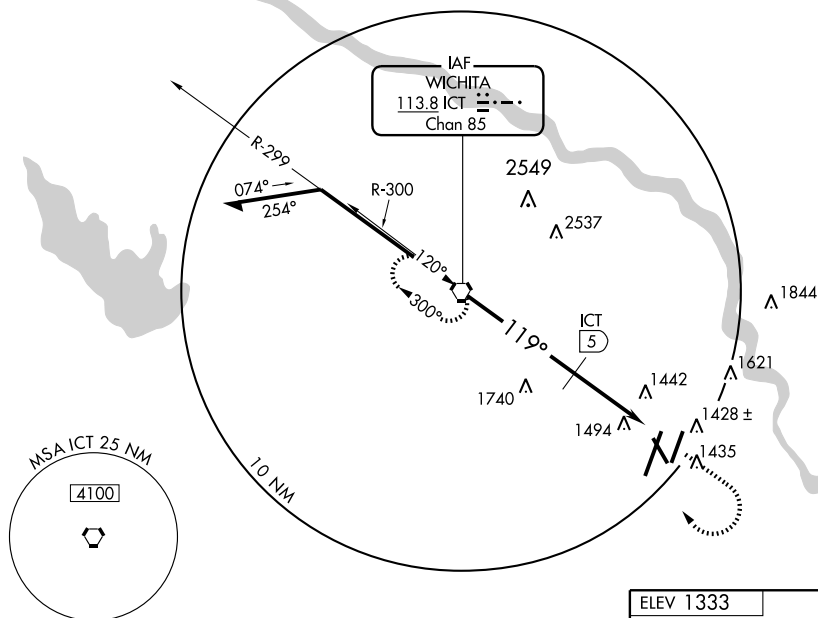
ATIS  
**125.15**

WICHITA APP CON  
**126.7 353.5**

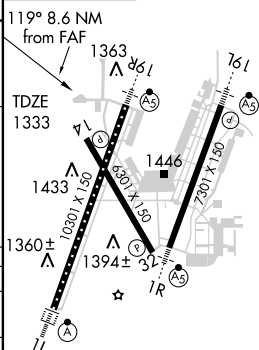
WICHITA TOWER  
**118.2 257.8**

GND CON  
**121.9 348.6**

CLNC DEL  
**125.7**



ELEV 1333



HIRL all Rwy  
REIL Rwy 14 and 32  
TDZ/CL Rwy 1L

FAF to MAP 8.6 NM					
Knots	60	90	120	150	180
Min:Sec	8:36	5:44	4:18	3:26	2:52

**WINFIELD/ARKANSAS CITY****STROTHER FLD** (WLD) 5 SW UTC-6(-5DT) N37°10.12' W97°02.25'1160 B **FUEL** 100LL, JET A NOTAM FILE WLD**RWY 17-35:** H5506X100 (ASPH) S-30, D-48, 2D-60 MIRL**RWY 17:** REIL. **RWY 35:** REIL.**RWY 13-31:** H3137X75 (ASPH) S-28, D-48 MIRL 0.3% up NW**AIRPORT REMARKS:** Attended Mon-Fri 1400-2330Z±. Self svc fuel avbl  
24 hrs 100LL only. ACTIVATE MIRL Rwy 13-31 and 17-35 and  
REIL Rwy 17 and Rwy 35—CTAF.**WEATHER DATA SOURCES:** ASOS 118.025 (620) 221-9121.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.5. (WICHITA RADIO)

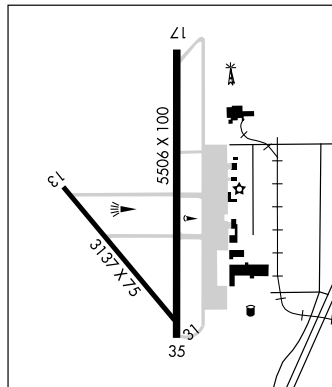
**KANSAS CITY CENTER APP/DEP CON** 127.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE PNC.**PIONEER (H) VORTACW** 113.2 PER Chan 79 N36°44.79'

W97°09.61' 007° 26.0 NM to fld. 1060/6E.

**SAWCY NDB (LOM)** 353 SO N37°05.38' W97°02.18' 353°  
4.7 NM to fld. Unmonitored.**ILS** 111.5 I-SOR Rwy 35 LOM SAWCY NDB. ILS  
unmonitored. GS unusable bto 235'AGL/1394'MSL .6 NM.  
GS OTS indef.**WICHITA**

H-6H, L-15D

IAP

**YATES CENTER** (8K5) 2 S UTC-6(-5DT) N37°51.30' W95°44.86'

1140 NOTAM FILE ICT

**RWY 17-35:** 2765X160 (TURF) LIRL (NSTD)**RWY 17:** REIL. Fence. **RWY 35:** REIL. Road.**AIRPORT REMARKS:** Unattended. Rwy 17-35 slightly rough various portions of rwy. Rwy 17-35 LIRL; non-breakable  
couplings and varies in elevation; over 14 inches. ACTIVATE LIRL Rwy 17-35 and REIL Rwy 17 and Rwy  
35—CTAF.**COMMUNICATIONS:** CTAF 122.9**KANSAS CITY**

LOC I-SOR **111.5**  
 APP CRS **354°**  
 Rwy Idg **5506**  
 TDZE **1154**  
 Apt Elev **1160**

# ILS or LOC RWY 35

## WINFIELD/ARKANSAS CITY/ STROTHER FIELD (WLD)

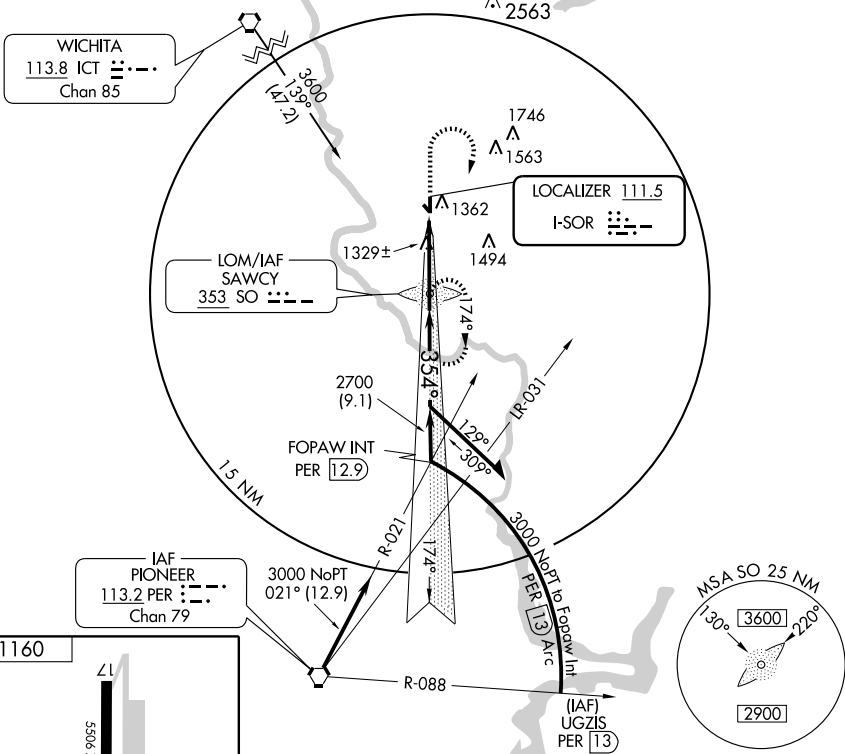
▲ NA

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct SAWCY LOM and hold.

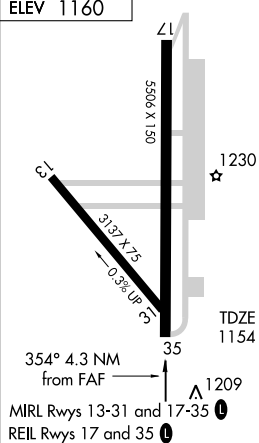
ASOS  
**118.025**

KANSAS CITY CENTER  
**127.8 319.1**

UNICOM  
**122.8 (CTAF) 0**



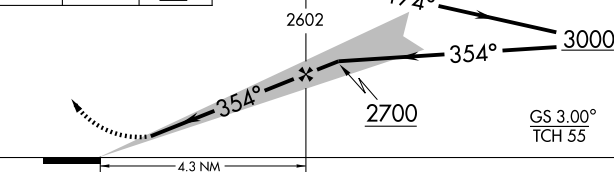
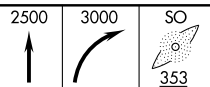
ELEV 1160



FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

WINFIELD/ ARKANSAS CITY, KANSAS

Amdt 4A 08101



CATEGORY	A	B	C	D
S-ILS 35	1354-¾ 200 (200-¾)			NA
S-LOC 35	1580-1 426 (500-1)		1580-1¼ 426 (500-1¼)	NA
CIRCLING	1680-1 520 (600-1)		1680-1½ 520 (600-1½)	NA

WINFIELD/ARKANSAS CITY/ STROTHER FIELD (WLD)

37°10'N-97°02'W

# ILS or LOC RWY 35



APP CRS  
**174°**

Rwy Idg  
TDZE  
**1157**

Apt Elev  
**1160**

**RNAV (GPS) RWY 17**

WINFIELD/ARKANSAS CITY/STROTHER FIELD (WLD)

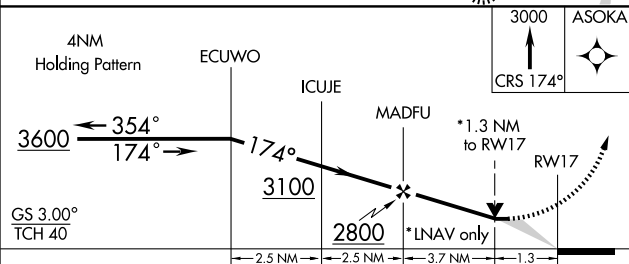
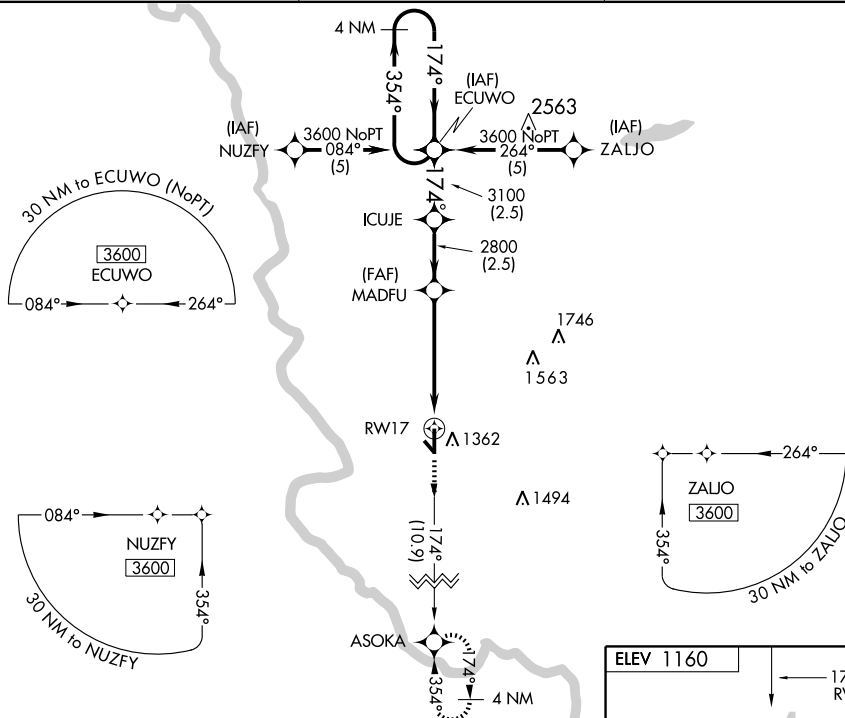
**NA** GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.  
Baro-NAV NA below -17°C (2°F).

MISSED APPROACH: Climb to 3000 via 174° course to ASOKA WP and hold.

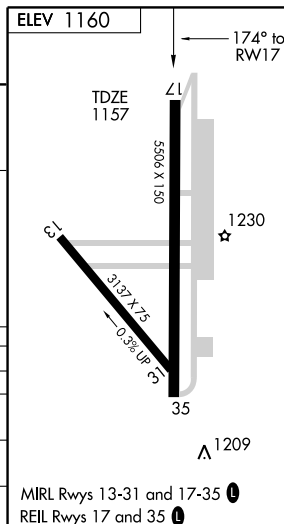
ASOS  
**118.025**

KANSAS CITY CENTER  
**127.8 319.1**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1560-1 ½	403 (400-1 ½)		NA
LNAV MDA	1620-1 463 (500-1)	1620-1 ¼ 463 (500-1 ¼)		NA
CIRCLING	1680-1 ½	520 (600-1 ½)		NA



APP CRS  
**354°**

Rwy Idg  
TDZE  
Apt Elev

**5506**  
**1154**  
**1160**

**RNAV (GPS) RWY 35**

WINFIELD/ARKANSAS CITY/STROTHER FIELD (WLD)

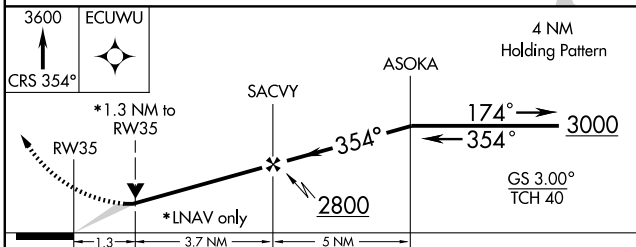
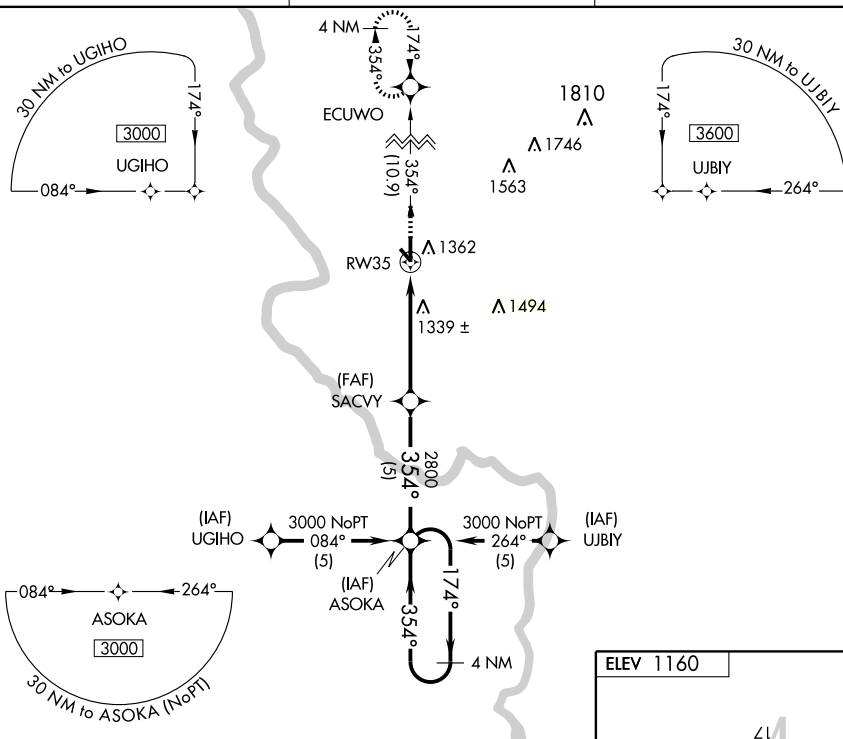
**▲ NA** GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.  
Baro-NAV NA below -17°C (2°F).

MISSED APPROACH: Climb to 3600 via 354° course to ECUWO WP and hold.

ASOS  
**118.025**

KANSAS CITY CENTER  
**127.8 319.1**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1540-1½ 386 (400-1½)			NA
LNAV MDA	1600-1 446 (500-1)		1600-1¼ 446 (500-1¼)	NA
CIRCLING	1680-1½ 520 (600-1½)			NA

